

CLASSIFIED MESSAGE

DATE

(b) (1)
(b) (3)

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ROUTING	
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TO :	ROUTING	ROUTING
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FROM :	ROD	
	AFH	
ACTION:	RDO	ELT
	HMJ	EX
INFO :	MF	
	AAT	PCA
	HRC	PCS
	CEP	FILE

IN 51990

0591-15

TO

INFO

CITE

~~SECRET~~ 182333Z CITE 9660

PRIORITY INFO:

OXCAR FLTEST

1. ACFT: 122, FLT: 162, DATE: 16 SEP 67
2. PILOT:
3. T.O. TIME: 0731 HRS FOR 33 MIN (EST).
4. GROSS WT: 111:800 LBS.
5. C.G.: 21 PERCENT.
6. TEMP: 43 DEG. WIND: CALM
7. T.O. DISTANCE: 5,000 FT.
8. T.O. SPEED: 195 KTS.
9. MAX MN: 0.95 MN.
10. MAX ALT: 20,000 (EST).
11. TIME OVER 2.0MN: NONE.
12. PURPOSE OF FLIGHT: FERRY
13. SUMMARY: MISSION FLOWN AS BRIEFED.

~~SECRET~~ TOR: 190017Z SEP 67

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CLASSIFIED MESSAGE

DATE

TO :

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ROUTING			
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ROUTING	
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IN 87834

OSA 1-20

TO

~~SECRET~~ 142007Z CITE INFO 8381

CITE

PRIORITY INFO

OX CART FLTEST

1. ACFT: 122, FLT: 161, DATE: 14 JULY 67
2. PILOT:
3. T.O. TIME: 0718 FOR 1 HR AND 38 MIN.
4. GROSS WEIGHT: 111,147 LBS.
5. C.G.: 19.1 PERCENT.
6. TEMP: 61 DEG; WIND: CALM
7. T.O. DISTANCE: 5,600 FT.
8. T.O. SPEED: 190 KTS.
9. MAX MN: 3.2 MN.
10. MAX ALT: 81,000 FT.
11. TIME OVER 2.0 MN: 17 MIN
TIME OVER 2.6 MN: 12 MIN
TIME OVER 2.8 MN: 10 MIN
TIME OVER 3.0 MN: 08 MIN
TIME OVER 3.2 MN: 05 MIN

~~SECRET~~

12. PURPOSE OF FLIGHT: FUNCTIONAL CHECK FLT./3.2 MACH.

13. SUMMARY: TAKEOFF AND 400 KEAS ACCELERATION WERE MADE WITH NORMAL SCHEDULE TO 3.2 MACH. FOLLOWING THIS A 180 DEGREE TURN AND DESCENT TO THE TANKER WAS MADE. ARTICLE WAS REFUELED TO 67,000 LBS. DURING THE SECOND ACCELERATION AT 1.1 MACH THE RIGHT EGT WAS HIGH AND MAXIMUM DOWNTRIM WAS APPLIED. RIGHT SIDE DERICHED TO 820 DEGREES. FULL DOWNTRIM SETTLED AT 812 DEGREES. WHEN THE DERICH CIRCUIT WAS REARMED THE EGT IMMEDIATELY DERICHED. THE ATTITUDE GYRO WAS ROLLING 360 DEGREES TO THE LEFT SO PILOT ABORTED THE MISSION AND RETURNED TO [] RIGHT EGT DROPPED TO BELOW 800 DEGREES AT [] REARMED THE RIGHT DERICH WITH NO NOTICEABLE EFFECT.

14. PILOT COMMENTS: STICK SCRAPING ON FORWARD RIGHT SIDE NEAR THE CENTER POSITION.

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TOR: 142024Z JUL 67

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CLASSIFIED MESSAGE

MFG. 9-66

DATE

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ROUTING

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IN: 73308

ROUTING		ROUTING	
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OSA 1-20

TO

~~SECRET~~ 180053Z CITE 6832

CITE

PRIORITY INFO

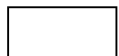
OXCARTELTEST

1. ACFT 121, FLT 160, 17 MAY 67.
2. PILOT:
3. T.O. TIME: 1046 HRS FOR 1 HR AND 49 MIN.
4. GROSS WEIGHT: 112,000 LBS.
5. C.G.: 19.2 PERCENT.
6. TEMP: 75 DEG. WIND: CALM
7. T.O. DISTANCE: 5500 FT.
8. T.O. SPEED: 195 KNOTS.
9. MAX MN: 3.25MN.
10. MAX ALT: 83,000 FT.
11. TIME OVER 2.0MN: 52 MIN.
TIME OVER 2.6MN: 47 MIN.
TIME OVER 2.8MN: 45 MIN.
TIME OVER 3.0MN: 43 MIN.
TIME OVER 3.2MN: 40 MIN.
TIME OVER 50,000FT: 54 MIN.
12. PURPOSE: FCF.
13. SUMMARY: T/O AND JOINED TANKER, COULD NOT HEAR THRU BOOM

INTERPHONE. ACCEL FOLLOWING AR WAS SLUGGISH, SO WENT TO 425 KEAS.
DECREASED FUEL FLOWS 5000 LBS/SIDE AT 1.5MN. INCREASED
POWER AT 2.4MN. CRUISE AT 3.2MN WITH CLOSED FWD DOORS AND SPIKE
FULL AFT. UHF XMISSION WAS WEAK, THIS MAY HAVE BEEN DUE TO LOW
POWER XMITTER SELECTION. DESCENT WAS MADE USING NORMAL PROCEDURE.
LANDING AND CHUTE WERE NORMAL.

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IN: 73308



6832

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PAGE-2

14. PILOT COMMENTS: LF ADF DID NOT WORK AT ALL.

CRUISING AT 3.2MN, A PIECE OF RED RUBBER WINDOW FILLER FELL ON FLOOR.
ALSO A MOTH WAS NOTED FLYING AROUND THE COCKPIT DURING DESCENT AT
10,000 FT.

ACCEL UNSTARTS WERE NOTED ON THE RIGHT SIDE AT
2.22MN AND THE LEFT SIDE AT 2.25MN.

~~SECRET~~ TOR: 180152Z MAY 67

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CLASSIFIED MESSAGE

MFG. 9-66

DATE

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ROUTING

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IN -69567

OSA 1-20

TO

INFO

CITE

~~SECRET~~ 282246Z CITE 6558

PRIORITY INFO

OXCART FLT TEST

1. ACFT: 122, FLT ¹⁵⁹154, DATE: 28 APR 67.
2. PILOT:
3. T.O. TIME: 0817 HRS FOR 2 HRS AND 05 MIN.
4. GROSS WEIGHT: 111,900 LBS.
5. C.G.: 18.9 PERCENT
6. TEMP: 46 DEG; WIND: 240/10 KNOTS.
7. TAKEOFF DISTANCE: 5200 FT.
8. TAKEOFF SPEED: 190 KNOTS.
9. MAX MN: 3.2 MN.
10. TIME OVER 2.0 MN: 1:02 MIN.
- TIME OVER 2.6 MN: :57 MIN.
- TIME OVER 2.8 MN: :50 MIN.
- TIME OVER 3.0 MN: :45 MIN.
- TIME OVER 3.2 MN: :00 MIN.

~~SECRET~~

TIME OVER 50,000 FT: 1:04 MIN.

12. PURPOSE OF FLIGHT: FCF, CRUISE PERFORMANCE.

13. SUMMARY: TOOK OFF AND JOINED UP WITH TANKER. COCKPIT COOLING WAS A PROBLEM. TEMPERATURE WENT UP TO 64 DEGREES F IN FULL COLD. WENT TO EMERGENCY COOLING WHICH WORKED SATISFACTORILY. DROPPED OFF TANKER WITH 69,500 LBS ON BOARD. AT 1.7 MACH DURING ACCEL THE RIGHT AFT BYPASS WAS OPENED 50 PERCENT AND THE LEFT 15 PERCENT. AT 2.2 MACH THE LEFT SIDE UNSTARTED. PLACED LEFT AFT DOOR AT B AND ACCEL CONTINUED SMOOTHLY. ACCEL WAS HELD TO 435 KEAS IN ROUGH AIR. REACHED START CRUISE WITH 40,000 POUNDS ON BOARD. AFTER 12 MINUTES AT CRUISE NOTED SMOKE IN THE COCKPIT WHICH APPEARED TO COME FROM AIR CONDITIONING. SMOKE CONTINUED THROUGH CRUISE AND INTO DESCENT TO 40,000 FEET. AT 85,000 FEET COCKPIT ALTITUDE WAS 24,500 FEET. FORWARD DOORS WERE PARTIALLY OPEN DURING CRUISE. FOLLOWING THE DESCENT FROM CRUISE ALTITUDE THE PILOT NOTED THE LEFT GENERATOR LIGHT AND NUMEROUS OTHER LIGHTS FLUCTUATING ON AND OFF. SWITCHED LEFT GENERATOR OFF AND THE RIGHT PICKED UP THE LOAD. LANDING AND CHUTE NORMAL.

14. PILOT COMMENTS:

- (1) STICK HAS A LOOSE BEARING IN PITCH AXIS.
- (2) WITH TANK 5 FEEDING LAST, THE SPITCH TRIM WAS 2 AND 1/2 DEGREES NOSE DOWN AT THE START OF CRUISE AND 1 DEGREE NOSE DOWN AT END OF CRUISE.
- (3) MACH HOLD GOOD.
- (4) LEFT ENGINE TRIMMED UP TO 845 DEGREES WITH AUTO TRIMMER. RIGHT WAS NORMAL.

~~SECRET~~ TOR: 282300Z APR 67

DATE

CLASSIFIED MESSAGE

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GEP		FILE	

IN 68786

OSA 20

TO

INFO

CITE

~~SECRET~~ 252339Z CITE 6472

PRIORITY INFO

OXCAR FLTEST

1. ACFT: 122, FLT: 158, 25 APR 67.
2. PILOT:
3. T.O. TIME: 0913 HRS FOR 1 HRS AND 28 MIN.
4. GROSS WEIGHT: 111,427 LBS.
5. C.G.: 19.7 PERCENT.
6. TEMP: 45 DEG. WIND: 310/4 KNOTS.
7. T.O. DISTANCE: 6400 FT.
8. T.O. SPEED: 205 KNOTS.
9. MAX MN: 3.06 MN.
10. MAX ALT: 82,500 FT.
11. TIME OVER 2.0MN: 15 MIN.
TIME OVER 2.6MN: 10 MIN.
TIME OVER 2.8MN: 08 MIN.
TIME OVER 3.0MN: 05 MIN.

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IN: 68786

[] 6472

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PAGE 2

TIME OVER 3.2MN: N/A MIN.

TIME OVER 50,000FT: 17 MIN.

12. PURPOSE: FCF.

13. SUMMARY: IDLE FUEL FLOW AFTER STARTING WAS HIGHER THAN NORMAL ON BOTH ENGINES. TAXI, BRAKING AND ENGINE TRIM ALL OK. ENP INDICATOR APPEARED TO BE UPSIDE DOWN COMPARED TO OTHER A-12 AND SR-71 GUAGES. INS DTG AND G.S. BOTH ZERO AT RUNUPS. [] WAS SET ON INS. HYDRO, AZIMUTH, FRS, SR-1 ALL CHECKED OUT. DURING T/O ROLL AT 195 KNOTS, THE STICK LOCKED UP IN PITCH JUST AS [] STARTED ROTATION. FORE AND AFT PILOT ACTION BROKE IT LOOSE AND IT WAS OK FOR THE REST OF THE FLIGHT. AFTER T/O, AUTO TRIMMERS WERE ENGAGED AND TRIMMED THE ENGINES UP. AT 844 DEG, PILOT DISENGAGED AUTO TRIMMERS. PRESSURE SWITCH OK AT 10,000 FT. PRESSURE DUMP AND REFRIGERATION SYSTEM ALL CHECK OUT OK. REFRIGERATION SWITCH IS HARD TO REACH. AUTO PILOT WORKED GOOD IN ALL FUNCTIONS. ROLL SAS KICKED OFF THE LINE MANY TIMES. CIT INDICATOR WORKED OK, ALTHOUGH WAS HARD TO READ DUE TO DEEP RECESS. HF RECEPTION IN SHIP WAS POOR DURING FINAL PORTION OF FLIGHT. 400 KEAS ACCEL WAS MADE TO 3.0MN. JUST PRIOR TO ACCEL, ATTITUDE INDICATOR, DTG BECAME ERRATIC, SO INS WAS SHUT DOWN. SWITCHED TO SR-3 POSITION FOR THE REMAINDER OF THE FLT. LEFT SIDE UNSTARTED AND RECOVERED AT 2.2MN. THE THROTTLE LOCATED RESTART SWITCH WAS ACTIVATED AT 2.2MN. SPIKE AND DOOR POSITION INDICATIONS WERE GOOD. AT 77,000FT, WENT TO MIN AB AND FLOATED ON UP TO 80,000 FT. DURING THE DESCENT CAME BACK ON THROTTLES, NOTED RUMBLE IN INLETS WITH FWD DOORS WIDE OPEN. ORBITED AREA CHECKING OUT ALL RADIOS AND

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IN: 68786

6472

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PAGE 3

NAV FUNCTIONS. PERFORMED ON G.C.A. ROLL SAS KEPT POPPING OFF LINE IN THE ROUGH AIR. EMERGENCY GEAR ACTUATION WAS OK. MAIN GEAR REQUIRED 65 SECONDS FOR GREEN LIGHTS AND NOSE GEAR REQUIRED 80 SECONDS. FUEL DUMP WAS OK. FUEL WAS TRANSFERRED FWD. LANDING AND CHUTE NORMAL. ON THE GROUND, SAS WAS CHECKED OK WITH EITHER ENGINE AND THE BATTERY.

14. PILOT COMMENTS:

A. ANTI GLARE GLASS IN COCKPIT DID NOT SHOW A GREAT IMPROVEMENT.

B. C.G. INDICATOR AND ALPHA GAUGE WERE BOTH SUGGESTED AS POSSIBLE IMPROVEMENTS BASED ON SR-71 EXPERIENCE.

~~SECRET~~ TOR: 260022Z APR 67

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CLASSIFIED MESSAGE

DATE 1720Z 31 MAR 66

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TO DIRECTOR

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INFO

ROUTINE

IN 96885

TOR: 1734Z 31 MAR 66

CA 1-70

7

INFO

CITE

8316

OXCARTR SECUR

CONVOY OF ARTICLE 122 ARRIVED 0450L 31 MARCH 66
WITHOUT INCIDENT.

END OF MSG

File in 122 Flt Folder

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CLASSIFIED MESSAGE

ROUTING

DATE 2314Z 17 MAR 66

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TO DIRECTOR

FROM

ACTION:

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ROUTING INT

PRIORITY

IN-94272

TOR 2354Z 17 MAR 66

OSA 1-20

TO

PRIORITY

INFO

CITE

8019

OXCART FLTEST

1. ARTICLE 122, FLT 157, 17 MARCH 1966.
2. PILOT:
3. T.O. TIME: 1112 HRS FOR 1 HR AND 12 MIN.
4. GROSS WEIGHT: 120,000 LBS.
5. C.G.: 20.1 PERCENT.
6. TEMP: 45 DEGREES WIND: CALM.
7. MAX MN: 3.17 MN.
8. MAX ALT: 83,000 FT.
9. T.O. DISTANCE: 6600 FT.
10. T.O. SPEED: 210 KNOTS.
11. TIME OVER 2.0MN: 46 MIN.
TIME OVER 2.6MN: 41 MIN.
TIME OVER 2.8MN: 39 MIN.
TIME OVER 3.0MN: 35 MIN.
TIME OVER 50,000FT: 48 MIN.
12. PURPOSE: GENERATOR LOAD CAPABILITY TEST.

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13. SUMMARY: TAKEOFF AND CLIMB NORMAL. CRUISED AT 3.1MN FOR TEN MINUTES. TRANSFERRED 4,000 POUNDS TO TANK 1 AND TURNED TRANSFER OFF. PUMPS FOR TANKS 1, 4, 5 WERE OPERATING. PILOT TURNED ON AN ADDITIONAL ELECTRICAL LOAD IN THE COCKPIT WHICH BROUGHT TOTAL TO 26 KVA. SWITCHED OFF R. GENERATOR, GENERATOR OUT LITE CAME ON. SWITCHED GENERATOR BACK ON LINE. REPEATED R. GENERATOR SHUT DOWN WITH 28 KVA LOAD WITH NO PROBLEM. DESCENT AND LANDING NORMAL, CHUTE NORMAL.

END OF MSG

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CLASSIFIED MESSAGE

DATE 2332Z 04 MAR 66

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TO DIRECTOR

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PRIORITY

TOR: 2354Z 04 MAR 66

OSA 1-20

IN 91770

TO PRIORITY

INFO

CITE

7729

OXCAR FLTEST

1. ARTICLE 122, FLT 156, 4 MAR 66.

2. PILOT:

3. T.O. TIME: 1212 HRS FOR 37 MIN.

4. GROSS WT: 107,860 POUNDS.

5. C.G: 19.1 PERCENT

6. TEMP: 36 DEGREES WIND: 230/02.

7. T.O. DISTANCE: 5600 FEET.

8. T.O. SPEED: 185 KNOTS.

9. MAX ALT: 14,000 FEET.

10. MAX SPEED: 481 KEAS.

11. PURPOSE: FILLET PRESSURE/VIBRATION.

12. SUMMARY: TAKEOFF NORMAL. CAME OUT OF MIN BURNER INTO MIL, NOTED VERY STEEP ATTITUDE. ROUNDED OUT AT 14,000FT. DESCENDED TO 12,000FT. RELIT AB AT 300 KEAS, ACCELED TO 462 KEAS. CAME WAY BACK ON POWER. TRANSFERRED 3800 POUNDS TO TANK 1. ACCELED TO 468 KEAS AND CAME OUT OF BURNER. WENT BACK INTO BURNER TO 476 KEAS.

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CLASSIFIED MESSAGE

DATE 2328Z 23 FEB 66

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TO : DIRECTOR

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PRIORITY

TOR: 2356Z 23 FEB 66

05A-20

IN 89848

TO PRIORITY

INFO

CITE

7502

OXCARF FLTEST

1. ARTICLE 122, FLT 155, 23 FEBRUARY 1966.

2. PILOT:

3. T.O. TIME: 0940 HRS FOR 0 HRS AND 32 MIN.

4. GROSS WEIGHT: 109,100 LBS.

5. C.G.: 19.2 PERCENT.

6. TEMP: 37 DEGREES WIND: CALM.

7. T.O. DISTANCE: 5600 FT.

8. T.O. SPEED: 200 KNOTS.

9. MAX MN: 0.92 MN.

10. MAX ALT: 13,000 FT.

11. TIME OVER 2.0MN: N/A MIN.

TIME OVER 2.6MN: N/A MIN.

TIME OVER 2.8MN: N/A MIN.

TIME OVER 3.0MN: N/A MIN.

TIME OVER 3.2MN: N/A MIN.

TIME OVER 50,000FT: N/A MIN.

12.

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12. PURPOSE: FILLET PRESSURE SURVEY, OIL CONSUMPTION.

13. SUMMARY: RIGHT NOZZLE FLUCTUATED ON RUNWAY, FUEL TANK READ 0, THEN OK, AFTER WORKING SWITCH. TAKEOFF IN MIN BURNER. ACCEL TO 460 KNOTS, RECORDED DATA. TRANSFERRED FUEL FORWARD THEN WENT TO 470 KNOTS. DUMPED FUEL. FUEL DUMP STOPPED DUMPING AT 25,000 POUNDS; AND LOW LEVEL WARNING LIGHT CAME ON, THEN STAYED ON. DESCENT AND LANDING NORMAL, ALTHOUGH AFT C.G. WAS NOTED. DURING TAXI IN, ARTICLE ROLLED OVER SOMETHING ON TAXIWAY APRON WHICH JARRED PILOT SUFFICIENTLY TO HIT HIS HEAD ON THE CANOPY.

END OF MESSAGE

~~SECRET~~

[] 7411 (IN 88902)

PAGE 2

12. PURPOSE: FILLET PRESSURE DIFFERENTIAL MEASUREMENTS,
OIL CONSUMPTION AND EWS.

13. SUMMARY: ENGINE STARTS AND TAKEOFF NORMAL. FLEW .9MN THRU
TUNNEL, ACCEL TO 450 KEAS FOR CLIMBOUT. AT 1.7MN, AFT DOORS PLACED
IN "B" POSITION. FORWARD DOORS PLACED IN AUTO AT 2.0MN. AT 2.8MN,
CLOSED AFT DOORS. SOME INLET ROUGHNESS FELT IN 2.6 TO 2.95MN
REGION. PILOT USED 3.1MN FOR CRUISE PORTION OF MISSION. BOTH
PASSES OVER BASE (FOR EWS) WERE ON TRACK. EWS DATA WAS GOOD.
LANDING NORMAL, ALTHOUGH DRAG CHUTE DID NOT DEPLOY IMMEDIATELY.
PILOT RECYCLED DRAG CHUTE, AND IT FINALLY DEPLOYED AT ABOUT
THE 8,000FT POINT.

SQUAWKS: (A). UHF GUARD CHANNEL NOISY.

(B). IFF FAILED IN FLT.

(C). L. OIL PRESSURE FLUCTUATED PLUS AND MINUS
3 PSI, GOT DOWN TO 33 PSI DURING CRUISE.

(D). PILOT NOTED LOTS OF INTERMITTENT ELECTRICAL
NOISE IN HEADSET FOLLOWING TURN-ON OF SYSTEM A []
FLUCTUATION OF R. EGT INDICATOR SEEMED TO ACCOMPANY THE
ELECTRICAL NOISE. SOURCE OF NOISE NOT YET DETERMINED.

14. [] COMMENTS: ALTHOUGH EWS PORTION OF TEST WAS
PRIMARILY FOR GATHERING [] DATA, USEFUL INFO WAS ALSO
GATHERED ON THE [] SYSTEMS.
TESTS WERE CONSIDERED SUCCESSFUL.

~~END OF MESSAGE~~

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CLASSIFIED MESSAGE

DATE

0341Z 17 FEB 66

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TOR 0403Z 17 FEB 66

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PRIORITY

IN 88631

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TO

PRIORITY

INFO

CITE

7369

OXCAR FLTEST OPS

1. ARTICLE 122 MADE FLIGHT 153 ON 16 FEB 66. PILOT: [REDACTED]
TAKE OFF AT 1418 HOURS FOR 1 HOUR AND 15 MINUTES. GROSS WT 120,400 LBS, C.G. 20.5 PERCENT, TAKE OFF DISTANCE 6,800 FT, TAKE OFF SPEED 195 KTS, PRESSURE ALTITUDE 4,235 FT, TEMPERATURE 47 DEGREES, WIND CALM, MAX SPEED 1.5 MACH, MAX ALTITUDE 46,000 FT. PURPOSE: EWS TEST AND OIL COONSUMPTION TEST.

2. SUMMARY: TAKE OFF AND CLIMB WERE NORMAL. PERFORMED SCHEDULED TESTS SATISFACTORILY. RESULTS OF EWS TESTS WILL BE REPORTED SEPARATELY. AUTOPILOT WAS USED ENTIRE FLIGHT. LANDING AND CHUTE WERE NORMAL.

END OF MSG

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CLASSIFIED MESSAGE

DATE 0337Z 11 FEB 66

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TO DIRECTOR

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PRIORITY

IN 87533

TOR 0419Z 11 FEB 66

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TO

PRIORITY

INFO

CITE

7241

QXCART

FLTEST

1. ARTICLE 122, FLT 152, 10 FEB 1966.

2. PILOT:

3. T. O. TIME: 1544 HRS FOR 59 MIN.

1 hr and 09 min.

4. GROSS WEIGHT: 119,000 LBS.

5. TEMP: 35 DEGREES. WIND: 030/16.

6. C.G.: 20.7 PERCENT.

7. T. O. DISTANCE: 5,500 FT.

8. T. O. SPEED: 212 KNOTS.

9. MAX MN: 3.10 MN.

10 MAX ALT: 73,000 FT.

11. TIME OVER 2.0MN: 21 MIN.

TIME OVER 2.6MN: 09 MIN.

TIME OVER 2.8MN: 06 MIN.

TIME OVER 3.0MN: 03 MIN.

TIME OVER 50,000FT: 21 MIN.

12 PURPOSE: SYSTEMS TEST.

~~SECRET~~

13. SUMMARY: VIBRATION NOTED IMMEDIATELY AFTER TAKEOFF WHICH WAS ATTRIBUTED TO BE AN OUT OF BALANCE NOSE WHEEL. CLIMBED TO 30,000 FT. WENT THROUGH TUNNEL FLAT, THEN WENT TO AB FOR CLIMB TO SPEED AND ALTITUDE. USED ANTO NAV IN CLIMB AND NOTED NEEDLE WAS CENTERED. USED AUTO DEST SELECT. OVER POWERED AUTO PILOT TO KEEP BANK ANGLE TO 20 DEGREES. SOME INLET ROUGHNESS NOTED AT .26MN. CIP'S WERE TOGETHER. AT 3.1MN L.H. FIRE WARNING CAME ON. REDUCED POWER TO MILITARY AND LIGHTS WENT OUT. CONTINUED DESCENT AND COORDINATED WITH [] CONTROL FOR SYSTEMS TEST. DISENGAGED AUTO NAV, PROCEEDED OVER STATION. PILOT NOTED MANY EWS LIGHTS DURING APPROACH TO STATION. PASSED HOME PLATE AT 45,000 FT. DESCENDING AND DUMPING FUEL. MADE GCA LOW APPROACH AT NORMAL LANDING. CHUTE OK.

14. PILOT COMMENTS: DURING TAXI OUT, SELECTED INS FIX AND NOTED SAS PITCH AND YAW LIGHTS ON. PUNCHED OUT OK.

END OF MESSAGE

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5 100-100000

CLASSIFIED MESSAGE

REF. 100

01007 20 JAN 66

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PRIORITY

TO : DIRECTOR

FROM :

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TOR 0123Z 20 JAN 66

ROUTING	INT
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OSA 1-20

IN 83300

TO PRIORITY

INFO

CITE

6773

OXCART FLTEST

1. ACFT 122, FLT 151, 19 JANUARY 1966.
2. PILOT:
3. T.O. TIME: 14:10 HRS FOR 1 HR AND 13 MIN.
4. GROSS WEIGHT: 120300 LBS.
5. C.G.: 20.6 PERCENT.
6. TEMP: 41 DEGREES WIND: CALM.
7. T.O. DISTANCE: 6800 FT.
8. T.O. SPEED: 198 KNOTS.
9. MAX MN: 3.13 MN.
10. MAX ALT: 80,000 FT.
11. TIME OVER 2.0MN: 34 MIN.
- TIME OVER 2.6MN: 29 MIN.
- TIME OVER 2.8MN: 25 MIN.
- TIME OVER 3.0MN: 23 MIN.
- TIME OVER 3.2MN: 0 MIN.
- TIME OVER 50,000FT: 35 MIN.

--CONTINUED--

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2

CLASSIFIED MESSAGE

DATE 2313Z 14 JAN 66

~~SECRET~~

ROUTING

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TO : DIRECTOR

FROM :

ACTION:

INFO :

TOR 0039Z 15 JAN 66

PRIORITY

IN 82491

TO PRIORITY

INFO

CITE

6668

OXCAR T FLTEST

1. ARTICLE 122, FLT 150, 14 JAN 1966.
2. PILOT:
3. T.O. TIME: 1216 HRS FOR 1 HR AND 10 MIN.
4. GROSS WEIGHT: 114,000 POUNDS.
5. C.G.: 22.8 PERCENT.
6. TEMP: 40 DEGREES WIND: CALM
7. T.O. DISTANCE: 5700 FEET.
8. T.O. SPEED: 200 KNOTS.
9. MAX MN: 3.15MN.
10. MAX ALT: 84,000 FEET.
11. TIME OVER 2.0MN: 41 MIN.
TIME OVER 2.6MN: 36 MIN.
TIME OVER 2.8MN: 34 MIN.
TIME OVER 3.0MN: 29 MIN.
TIME OVER 50,000 FT: 40 MIN.
12. PURPOSE: TEST AND OIL CONSUMPTION.

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PAGE TWO 6668

~~SECRET~~

IN 82491

13. SUMMARY: FLT PLAN CALLED FOR TWO PASSES OVER HOME PLATE, ONE FROM THE NORTH AND ONE FROM THE EAST. INS AUTO-NAV MAL-
FUNCTIONED DURING FIRST TURN. VOR WAS ALSO UNUSEABLE, FORCING PILOT
TO UTILIZE GROUND VECTORING TO MAINTAIN SOME SEMBLANCE OF FLT
PLAN. DURING CRUISE, C.G. SHIFTED TOO FAR AFT, NECESSTIATING
FUEL TRANSFER BY PILOT.

END OF MESSAGE

~~SECRET~~

DATE 2151228 DEC 65

~~SECRET~~

TO DIRECTOR

FROM

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PRIORITY

TOR 2235Z 28 DEC 65

OSA 1-20

IN 79426

TO

PRIORITY

INFO

CITE

6294

OXCAR T FLTEST

1. ARTICLE 122, FLI 149, 28 DEC 1965.
 2. PILOT:
 3. T.O. TIME: 0945 HRS FOR 1 HRS AND 17 MIN.
 4. GROSS WEIGHT: 109,600 LBS.
 5. C.G.: 22.8 PERCENT.
 6. TEMP: 31 DEGREES WIND: CALM.
 7. T.O. DISTANCE: 5200 FT.
 8. T.O. SPEED: 200 KNOTS.
 9. MAX MN: 1.02 MN.
 10. MAX ALT: 36,000 FT.
 11. PURPOSE: SINGLE ENGINE PERFORMANCE AND OIL CONSUMPTION.
 12. SUMMARY: PILOT CLIMBED TO 36,000 FT, SHUT RIGHT ENGINE DOWN, HELD 36,000 FT UNTIL SPEED DROPPED TO .85 MN AND THEN MAINTAINED THAT SPEED THROUOUT REMAINDER OF TEST. WITH LEFT ENGINE IN MAX AB, AND MAINTAINING .85 MN, ACFT STABILIZED AT 28,000 FT. PILOT WENT TO
- CONTINUED-

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6294 (ZN 79426)

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PAGE 2

MIN AB ON LEFT ENGINE AT THIS TIME (R ENGINE STILL SHUT DOWN),
AND STABILIZED AT 17,000 FT WITH ABOUT 20,000 LBS OF FUEL ABOARD.
HE THEN STARTED SINGLE ENGINE CRUISE CLIMB, AND WORKED UP TO 20,000 FT
WITH 10,000 LBS OF FUEL REMAINING. PILOT RETURNED TO BASE, NORMAL
LANDING, CHUTE DEPLOYMENT SATISFACTORY.

END OF MESSAGE

~~SECRET~~

APR 65

CLASSIFIED MESSAGE

MSG 0152Z 22 DEC 65

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TO : DIRECTOR

FROM : [REDACTED]

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PRIORITY

TOR: 0224Z 22 DEC 65

IN 78684

TO PRIORITY

INFO

GTE

6218

OXCAR [REDACTED] FLTEST

1. ACFT 122 ELT 142 21 DEC 1965

2. PILOT: [REDACTED]

3. T.O. TIME: 0953 HRS FOR 1 HR AND 34 MIN

4. GROSS WEIGHT: 121,000 LBS.

5. C.G.: 19.9 PERCENT.

6. TEMP: 28 DEGREES WIND: CALM

7. T.O. DISTANCE: 6400 FT.

8. T.O. SPEED: 200 KNOTS.

9. MAX MN: 3.17 MN.

10. MAX ALT: 81,500 FT

11. TIME OVER 2.0MN: 23 MIN

TIME OVER 2.6MN: 15 MIN

TIME OVER 2.8MN: 10 MIN

TIME OVER 3.0MN: 03 MIN

TIME OVER 50,000 FT: 28 MIN

12. PURPOSE: SINGLE ENGINE PERFORMANCE TEST.

13. SUMMARY: 360 DEG TURN MADE AFTER TAKEOFF. BOTH BYPASS DOORS WANDERING AS ACFT CLIMBED THROUGH 2.8MN. ACCEL TO 3.1MN AND SHUT DOWN RIGHT ENGINE. MADE 35 DEG BANKED TURN DESCENDING TO 50,000 FT IN MAX AB ON LEFT SIDE. CAME OUT OF AB ON LEFT SIDE. LEVELED OFF AT 20,000 FT AND DESCENDED TO 10,000 FT. STABLE AT MIL, 350 KEAS AT 10,000 FT. RELIT LEFT AB, CLIMBED TO 31,000 FT WHERE HE STILL HAD 300 FEET PER MINUTE RATE OF CLIMB. CAME OUT OF AB AND DESCENDED AT 0.65MN DOWN TO 13,000 LBS OF FUEL TO 11000 FT. TRIED TO RELITE RIGHT ENGINE, BUT COULD NOT GET A RELITE, SO RETURNED TO BASE. LANDING, CHUTE NORMAL.

END OF MESSAGE

~~SECRET~~

[REDACTED]

0046Z 13 DEC 65

CLASSIFIED MESSAGE

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TO DIRECTOR

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TCN 0105Z 13 DEC 65

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PRIORITY

IN 78175

TO PRIORITY

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ONE

6159

OXCART OPS FLTEST

1. ARTICLE 122 MADE FLT 147 ON 17 DEC 65. PILOT [] TAKE OFF AT 0947 HOURS FOR 4 HOURS AND 8 MINUTES. GROSS WEIGHT 104,300LBS, C.G. 23.3 PERCENT, TAKEOFF DISTANCE 3300 FT, TAKEOFF SPEED 190 KTS, PRESSURE ALTITUDE 4365 FT, TEMP 27 DEGREES, WIND 320/10, MAXIMUM SPEED .94 MACH, MAXIMUM ALTITUDE 27,000 FT. PURPOSE: SINGLE ENGINE PERFORMANCE AND OIL CONSUMPTION ON LEFT ENGINE.

2. STARTED ON SOUTH PAD AND TAKEOFF WAS NORMAL. CLIMBED AT 400 KEAS TO 20,000FT. THEN SHUT DOWN RIGHT ENGINE AND CRUISE CLIMBED WITH LEFT ENGINE IN MAX AB TO 22,000FT. GROSS WEIGHT STARTED AT 109,000 LBS DOWN TO 64,000LBS. MADE MANY TURNS TO STAY IN SOA. THEN REFUELED AND HAD TO USE MANUAL REFUELING PROCEDURE. WAS ABLE TO HOLD 21,000 FT IN MIN AB AT 94,000LBS DOWN TO 64,000LB. REFUELED AGAIN AT 94,000LB GROSS WEIGHT STARTED SPEED POWER POINTS. FOUND MIN AB TOO MUCH POWER TO MAINTAIN 400 KEAS AT 15,000FT. WENT TO MIL POWER. SPEED AND ALTITUDE DRIFTED DOWN TO 13,500 FT AT 350 KEAS. COULD MAINTAIN 13,500 FT AT 250 KEAS. TOOK ON 50,000LB MORE FUEL AND CRUISE CLIMBED

~~SECRET~~

COMMERCIAL AIRCRAFT

011

0328Z 9 DEC 65

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TO : DIRECTOR

FROM :

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FOR 0605Z 9 DEC 65

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PRIORITY

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TO PRIORITY

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INFO

5032

OXCART FLTEST

1. ARTICLE 122, FLT 146, 8 DECEMBER 1965.
2. PILOT:
3. T.O. TIME: 1019 HRS FOR 4 HRS AND 23 MIN.
4. GROSS WEIGHT: 122,350 POUNDS.
5. C.G.: 19.9 PERCENT.
6. TEMP: 36 DEGREES WIND: CALM.
7. T.O. DISTANCE: 6600 FEET.
8. T.O. SPEED: 200 KNOTS.
9. MAX MN: 3.19MN.
10. MAX ALT: 84,000 FEET.
11. PURPOSE: SINGLE ENGINE PERFORMANCE, OIL CONSUMPTION.
12. SUMMARY: LEFT ENGINE REQUIRED A MODIFIED STARTING PROCEDURE. WOULD NOT START FIRST TRY, SO PILOT HIT START AT FIRST INDICATION OF RPM AND CAREFULLY WORKED UP TO IDLE RPM. GENERATORS DID NOT COME ON THE LINE FIRST TIME SWITCHED ON, RECYCLED ON THE NEXT TIME AND FORTUNATELY DID NOT DISABLE INS. TAKEOFF AND

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REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO.

SHUT DOWN. LEFT ENGINE WAS IN MAX AB DOWN TO 50,000 FEET THEN MIN AB AND 350 KEAS DOWN TO SUBSONIC. REDUCED ALT TO 10,000 FEET AND MADE SPEED POWER RUNS AT 250 KEAS. RELIT RIGHT ENGINE, POWER LIGHT OFF WAS VERY SLOW. ACCEL WAS SLOW. RIGHT FWD BYPASS WAS OPEN. RIGHT AFT BYPASS WAS CLOSED FOR ENGINE AIR START. CLOSED RIGHT FWD BYPASS AFTER START. MET TANKER AT 20,000 FEET, MADE CONTACT FOR 50,000 POUNDS. BACKED OFF AND LIT AB. MOVED BACK INTO FILL ARTICLE TO 68,000 POUNDS. SECOND ACCEL SAME AS FIRST TO 3.1MN AND 82,000 FEET. LEFT ENGINE IN MIN AB, LEFT AND RIGHT FWD DOORS OPEN, RIGHT AFT DOOR OPEN. SHUT DOWN RIGHT ENGINE. SPIKES AUTO TO 2.6, 350 KEAS. DESCENT 60,000 FEET, THEN MANUAL. DESCENT TO 15,000 FEET FOR SPEED POWER DATA. MILD UNSTARTS NOTED DOWN TO 1.6MN. DESCENT IN MIN AB WAS FAIRLY FLAT DOWN TO 1.3MN. THEN STEEP TO 0.9MN AT 350 KEAS. AT 15,000 FEET, LIT LEFT AB AND ACCELED TO 425 KEAS, THEN SLOWED DOWN TO 325, 275, 250 KEAS AND LET DOWN TO 10,000 FEET. CLOSED RIGHT AFT BYPASS, OPENED RT. FWD AND AIR STARTED RIGHT ENGINE. PICKED UP FUEL TO 68,000 POUNDS AGAIN BY SAME PROCEDURE AS MENTIONED PREVIOUSLY. THIRD ACCEL SAME AS SECOND. ACCEL TO 3.19MN AND 84,000 FEET. SHUT DOWN RIGHT ENGINE WITH SAME PROCEDURES AS BEFORE. SAME DESCENT

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IN 78455

CHUTE NORMAL. INS HAD FIVE MILE ERROR AND 3

END OF MESSAGE

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CLASSIFIED MESSAGE

NR 145

DATE 2302Z 07 DEC 65

~~SECRET~~

TO DIRECTOR

FROM

ACTION:

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PRIORITY

IN 76134

TOR 2326Z 08 DEC 65

OJA 1 - 22

TO PRIORITY

INFO

ON

5867

OXCART FLTEST

1. ACFT 122, FLT 145, 7 DEC 1965.
2. PILOT:
3. T.O. TIME: 0926 HRS FOR 1HR AND 28MIN.
4. GROSS WEIGHT: 121,600LBS.
5. C.G.: 29 PERCENT.
6. TEMP: 29 DEGREES WIND: CALM.
7. T.O. DISTANCE: 6100 FEET
8. T.O. SPEED: 195 KNOTS.
9. MAX MN: 3.14MN.
10. MAX ALT: 81,500 FEET.
11. TIME OVER 2.0MN: 40MIN.
TIME OVER 2.6MN: 25MIN.
TIME OVER 2.8MN: 10MIN.
TIME OVER 3.0MN: 04MIN.
TIME OVER 50,000FEET: 40MIN.
12. PURPOSE: SINGLE ENGINE PERFORMANCE, OIL CONSUMPTION.

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[] 5867

(IN 76134)

~~SECRET~~

PAGE 2

13. SUMMARY: TAKEOFF AND CLIMB NORMAL TO ALT SPEED. OPENED BOTH FWD DOORS AND SHUT DOWN R. ENGINE. THEN OPENED AFT RIGHT DOOR. AT 2.3MN, WENT FORWARD WITH RIGHT SPIKE. DECEL TO 350 KEAS IN MAX AB AND SETTLED DOWN TO 27,000 FEET. TOOK SPEED POWER DATA AT THIS POINT AS WELL AS IN MIN AB AT 10,000 FEET, MAX AB AT 20,000 FEET. MIL AT 20,000 FEET. WENT OUT TO JOIN UP WITH TANKER BUT HAD COMMO PROBLEMS AND ABORTED FLT. DESCENT AND LANDING, CHUTE NORMAL.

14. COMMENTS: INS AND VOR DID NOT COORELATE AT [] VOR.

EQM

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CLASSIFIED MESSAGE

REF ID: A6

DATE 0314Z 07 DEC 65

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TO DIRECTOR

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PRIORITY

TOR: 0400Z 07 DEC 65

TO PRIORITY

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5842

OXCART FLT OPS

1. ARTICLE 122, FLT 144, 5 DEC 65.
2. PILOT:
3. T.O. TIME 1300 HOURS FOR 3 HOURS AND 14 MINUTES.
4. GROSS WEIGHT, 121,450 LBS
5. TEMP: 49 DEGREES, WIND CALM
6. C. G.: 20.2 PERCENT.
7. T. O. DISTANCE: 6700 FT.
8. T.O. SPEED: 205 KNOTS.
9. MAX MN: 3.14
10. MAX ALT: 81,000 FT.
11. TIME OVER 2.0 MN: 1 HR 20 MIN.
TIME OVER 2.6 MN: 50 MIN
TIME OVER 2.8 MN: 30 MIN
TIME OVER 3.0 MN: 15 MIN
TIME OVER 3.2 MN: W/A
TIME OVER 50,000 FT: 1 HR 20 MIN
12. PURPOSE: SINGLE ENGINE PERFORMANCE TEST ENGINE OIL CONSUMPTION.

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13. SUMMARY: RIGHT STARTING CART CUT OUT AT 2500 RPM DURING START. BUT ENGINE CAME UP O.K. TAKE OFF AND CLIMB NORMAL UNDER TUNNEL. ACCEL TO 2.5 MACH. STARTED TURN AT 61,000 FT AND 61,220 FT. SHUT DOWN RIGHT ENGINE AND HELD ALTITUDE UNTIL REAS BLEW DOWN TO 500 AT 2.7 MM. RIGHT INLET UNSTARTED, MOVED SPIKE FORWARD AND CLEARED. HELD LEFT EGT AT 790-800 DEGREES. ARTICLE BOTTOMED OUT AT 55,000 FEET. CUT OFF BURNER AND DESCENDED TO 10,000 FT FOR SPEED POWER. ARTICLE WAS HARD TO STABILIZE FOR DATA. CLIMBED TO 22,000 FT AND RE-LIT BURNER. TOOK SPEED POWER DATA IN BURNER AT 300 REAS, STARTED CLIMBING. STARTED R ENGINE. JOINED WITH TANKER AND REFUELED. CLIMBED OUT TO NORTH AND REPEATED RT ENGINE SHUT DOWN, DESCENT TO 60,000 FEET IN FULL AB THEN WENT MIN AB FOR REST OF DESCENT. TOOK SINGLE ENGINE SPEED POWER DATA AT 10,000 FT, 25,000 FT AND 24,500 FT. RESTARTED RIGHT ENGINE. 1 MINUTE 15 SECONDS REQUIRED TO GET RIGHT ENGINE TO IDLE RPM. TRANSFERRED FUEL FORWARD. LANDED, CHUTE NORMAL.

PILOT COMMENT:

TACAN OFF 10 DEGREES TO RIGHT.

END OF MESSAGE

012 23412 3 DEC 65

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TO DIRECTOR

FROM

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TO 23317 3 DEC 65

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PRIORITY

IN 75500

PRIORITY

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5783

OXCART FLYTEST

1. ARTICLE 122, FLT 143, 3 DEC 1965.
2. PILOT:
3. T.O. TIME: 2911 HRS FOR 3 HRS AND 04 MIN.
4. GROSS WEIGHT: 121,500 LBS.
5. C.G: 20 PERCENT.
6. TEMP: 29 DEGREES WIND: CALM.
7. T.O. DISTANCE: 7000 FEET.
8. T.O. SPEED: 200 KNOTS.
9. MAX MN: 3:13 MN.
10. MAX ALT: 81000 FEET.
11. TIME OVER 2.0MN: 1:05 MIN
TIME OVER 2.6MN: .45 MIN
TIME OVER 2.8 MN: 25 MIN
TIME OVER 3.0MN: 10 MIN
TIME OVER 3.2MN: N/A MIN
TIME OVER 50,000FT: 1:05 MIN

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PAGE TWO

5735

~~SECRET~~

IN 75502

12. PURPOSE: SINGLE ENGINE PERFORMANCE AND OIL CONSUMPTION.
13. CONFIGURATION: TWO SID INLETS - HS LEFT. BENDIX RIGHT FUEL CONTROLS.
14. SUMMARY: AFTER NORMAL TAKEOFF, TWO ACCELS AND SINGLE ENGINE DECELS WERE MADE. THE FIRST SHUT DOWN WAS AT 21,000 FEET, 3.13MN. THE THROTTLE WAS CHOPPED FROM MAX AB TO CUT OFF AND THE OTHER ENGINE HELD AT MAX AB AND ACFT SPEED AT 400 KEAS ALL THE WAY DOWN TO 21,000 FEET WHERE IT REFUSED TO GO LOWER HOLDING 400 KEAS AND MAX AB. AFTER TAKING SPEED POWER POINTS, THROTTLE WAS REDUCED BELOW AFTER-BURNING AND SPEED POWER POINTS WERE TAKEN AT 10,000 FEET AND 300 KEAS. HE THEN RELIT ENGINE, REFUELED FROM TANKER AND REACCELERATED TO 78,000 FEET, 3.08MN AND REPEATED THROTTLE CHOP AND ENGINE SHUT DOWN. HE HELD 400 KEAS, MAX AB TO 60,000 FEET THEN WENT TO MIN AB WHICH BOTTOMED OUT AT 20,000 FEET. AFTER TAKING SPEED POWER POINTS, HE DROPPED OUT OF AB AND WENT DOWN TO 10,000 FEET WHERE HE TOOK POINTS AT 275, 250 AND 230 KEAS.

END OF MESSAGE

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0111Z 03 DEC 65

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DIRECTOR

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PRIORITY

TOP: 0130Z 03 DEC 65

IN 75276

PRIORITY

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5743

OXDCART FLTEST

1. ARTICLE 122, FLT 142.
2. PILOT:
3. T.O. TIME: 1001 HRS FOR 2 HRS AND 40 MIN.
4. GROSS WEIGHT: 121,552 LBS.
5. C.G.: 19.8 PERCENT.
6. TEMP: 35 DEGREES WIND: CALM.
7. T.O. DISTANCE : 6200 FEET.
8. T.O. SPEED: 195 KNOTS.
9. MAX MN: 3.13 MN.
10. MAX ALT: 79,000 FEET.
11. TIME OVER 2.0MN: 1:10 MIN
TIME OVER 2.6MN: 45 MIN
TIME OVER 2.5MN: 30 MIN
TIME OVER 3.0MN: 4 MIN
12. PURPOSE: SINGLE ENGINE PERFORMANCE, OIL CONSUMPTION.
13. RIGHT ENGINE THINNED DOWN TO 735 DEGREES, LEFT ENGINE DOWN TO

~~SECRET~~

1734Z 30 NOV 65

~~SECRET~~

DIRECTOR

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PRIORITY

1814Z 30 NOV 65

A 1-20

IN 74501

PRIORITY

INFO

CITE

SCSS

OXCAR FLTEST

1. ACTICLE 122, FLT ¹⁴¹ 29 NOV 1965.
2. PILOT: [REDACTED]
3. T.O. TIME: 1516 HOURS FOR 1 HR AND 21 MIN.
4. GROSS WEIGHT: 121,600 POUNDS.
5. C.G.: 19.8 PERCENT.
6. TEMP: 47 DEGREES WIND: 210/08
7. T.O. DISTANCE: 6800 FEET.
8. T.O. SPEED: 195 KNOTS.
9. MAX MN: 0.88MN.
10. MAX ALT: 32,000 FEET.
11. PURPOSE: OIL CONSUMPTION L/H ENGINE, NOZZLE INSTABILITY, R/H ENGINE.
12. SUMMARY: TAKEOFF AND CLIMB NORMAL. PILOT RECORDED DATA BETWEEN 28,000 AND 30,000 FEET, AND 0.75MN TO 0.80MN. TDI STUCK AT 1.7 MN FOR TWENTY MINUTES THEN CAME BACK TO NORMAL, THEN STUCK AGAIN FOR REMAINDER OF FLT. LANDING AND CHUTE NORMAL.

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DATE 0756Z 20 NOV 65

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TO : DIRECTOR

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PRIORITY

IN 7302

TOR: 0835Z 20 NOV 65

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TO PRIORITY
OXCART

INFO

ONE

5531

1. ARTICLE: 122, FLT: 140, 19 NOV 65.
2. PILOT:
3. T.O. TIME: 1536 HOURS FOR :59 MINUTES.
4. GROSS WEIGHT: 114,000 POUNDS
5. C.G.: 22.3 PERCENT.
6. TEMP: 53 DEGREES WIND: CALM.
7. T.O. DISTANCE: 6400 FT T.O. SPEED: 190 KNOTS.
8. MAX MN: 3.02 MN MAX ALT: 76,000 FT.
9. TIME OVER 2.0MN: 25 MIN; TIME OVER 2.6MN: 15 MIN; TIME OVER 2.8MN: 10 MIN; TIME OVER 3.0MN: 6 MIN; TIME OVER 50,000FT: 25 MIN.
10. PURPOSE: RIGHT ENGINE NOZZLE INSTABILITY; LEFT ENGINE OIL CONSUMPTION.
11. SUMMARY: ENGINE TRIM NORMAL. CRUISED AT 29,000 FEET PRIOR TO CLIMB. AT 1.7 MACH OPENED AFT DOORS 50 PERCENT AT 2.0 MACH WENT AUTO ON FWD DOORS. CLOSED AFT AT 2.8 MACH. NOTED ROUGHNESS AT 2.45 MACH. NO HYDRO FLUCTUATIONS NOTED.

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REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO.

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5531 (IN 73028)

PAGE TWO

MADE TURN AT 260 KEAS AND 3.2 MACH. DECELED. ACCELED
AGAIN. AT 1.7 MACH WENT TO EE POSITION AFT DOORS. AT 2.5 MACH
MOMENTARY UNSTART CAUSED BY LEFT FWD BYPASS DOOR SWITCH. OPENED
FWDS THEN TO AUTO AND ACCELERATED OUT O.K. DECELERATED AGAIN.
LANDING CHUTE NORMAL.

COMMENT: MUCH EGT TRIMMING REQUIRED DURING FLT.

END OF MESSAGE

~~SECRET~~

13 NOV 65
ORIG: [REDACTED]
UNIT: ASD/OSA
EXT: [REDACTED]
DATE: 13 NOV 65

CLASSIFIED MESSAGE

~~SECRET~~

TO: [REDACTED]
FROM: [REDACTED]
CONF: DIRECTOR
INFO: [REDACTED]

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ROUTING			
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6	D/ [REDACTED]	14	
7	[REDACTED]	15	
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		ROUTINE	OPERATIONAL IMMEDIATE

TO: [REDACTED] INFO: [REDACTED]

CITE: [REDACTED]

OXCAR SECUR

REF: [REDACTED] 5368 (IN 71184)

REF WIRE OMITTED ATCS PERFORMANCE FOR A/C 122.

FLT 139. PLS SUBMIT.

END OF MESSAGE

COORDINATING OFFICERS

ASD/OSA

RELEASING OFFICER

~~SECRET~~

AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED

Copy No. /

TO : DIRECTOR

DATE 2109Z 10 NOV 65

CLASSIFIED MESSAGE

~~SECRET~~

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PRIORITY

TOR: 2223Z 10 NOV 65

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TO

PRIORITY

INFO

ONE

5312

OXCAR: FLTEST

1. ARTICLE 122, FLT 139, 10 NOVEMBER 1965.
2. PILOT:
3. T.O. TIME: 0951 HRS FOR 1 HR AND 05 MIN.
4. GROSS WEIGHT: 110,400 POUNDS.
5. C.G.: 22.3 PERCENT.
6. TEMP: 40 DEGREES WIND: CALM
7. T.O. DISTANCE: 6200 FEET.
8. T.O. SPEED: 198 KNOTS
9. MAX MN: 3.05 MN
10. MAX ALT: 78,000 FEET
11. TIME OVER 2.0MN: 30 MIN
TIME OVER 2.6MN: 25 MIN
TIME OVER 2.8MN: 22 MIN
TIME OVER 3.0MN: 15 MIN
TIME OVER 50,000 FT: 32 MIN
12. PURPOSE: R.H. NOZZLE INSTABILITY INVESTIGATION.

~~SECRET~~

13. SUMMARY: TAKEOFF NORMAL. TEN MINUTES AFTER TAKEOFF, MAG COMPASS WAS 45 DEGREES OFF. PILOT SYNCHED. AT 1.7MN WENT TO FIFTY PERCENT ON AFT DOORS. AT 2.0MN WENT TO AUTO ON FORWARD DOORS. ACCELED TO 3.0MN IN THIS CONFIGURATION. INLETS MATCHED AND SMOOTH. MADE TURN TO SOUTH 50 NORTH OF [] COMPASS OK. MACH HOLD HELD WITHIN PLUS OR MINUS 0.02 MN IN CRUISE, BUT DID NOT HOLD WITH MORE THAN 20 DEGREES BANK. RIGHT SIDE REQUIRED EXCESSIVE TRIMMING DURING ACCEL AND DECEL. DESCENT NORMAL, LANDING NORMAL. CHUTE WAS SLOW TO JETTISON. DURING TAXI IN LEFT BRAKES PULLED AND CHATTERED.

14. COMMENTS: THIS FLT WAS MADE TO VERIFY NOZZLE INSTABILITY NOTED IN ACFT 130.

END OF MESSAGE

CLASSIFIED MESSAGE

DATE 2259Z 30 AUG 65

~~SECRET~~

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TO : DIRECTOR

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PRIORITY

TOR: 2326Z 30 AUG 65

05A 1-20

IN-56247

TO PRIORITY

INFO

CITE

3860

OXCAR FLTEST

1. ARTICLE 122 FLT 125 27 AUGUST 1965
2. PILOT:
3. T.O. TIME: 1155 HOURS FOR 1 HOUR AND 38 MIN.
4. GROSS WEIGHT: 119,900 LBS.
5. C.G.: 20 PERCENT.
6. TEMP: 80 DEGREES WIND: CALM
7. T.O. DISTANCE: 8,000 FEET.
8. T. O. SPEED: 195 KNOTS.
9. MAX MN: 3.1 MN.
10. MAX ALT: 78,000 FEET.

11. TIME OVER 2.0 MN: 43 MIN

TIME OVER 2.6 MN: 35 MIN

TIME OVER 2.8 MN: 30 MIN

TIME OVER 3.0 MN: 25 MIN

TIME OVER 3.2 MN: N/A

TIME OVER 50,000 FEET: 45 MIN

12. PURPOSE: FLT TEST PRODUCTION BOXES.

END OF MSG

~~SECRET~~

2

CLASSIFIED MESSAGE

REF. 141

DATE 2050Z 26 AUG 65

~~SECRET~~

ROUTING

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TO : DIRECTOR

FROM :

ACTION:

INFO :

TOR 2057Z 26 AUG 65

ROUTING INT	
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ROUTINE

IN 55617

05A 1-20

TO

INFO

CITE

3793

OXCARF [] FLTEST

REF: [] 3769

[] 4204

SUBJECT: ARTICLE 122, FLT 124, 25 AUGUST 1965.

FOLLOWING INFORMATION OMITTED FROM [] MESSAGE

3769, 25 AUGUST 1965: PILOT: [] TIME ABOVE 2.0MN - 50MIN;
2.6MN - 45MIN; 2.8MN -- 40MIN; 3.0MN - 35MIN; 3.2MN - 30MIN; TIME
ABOVE 50,000FT - 50MIN.

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

DATE 0006Z 26 AUG 65

~~SECRET~~

ROUTING

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TO : DIRECTOR

FROM :

ACTION:

INFO :

TOR 0054Z 26 AUG 65

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PRIORITY

IN 55445

USA 1-20

TO PRIORITY

INFO

CITE

3769

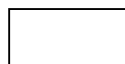
OXCART

1. ARTICLE 122 MADE FLT 124 ON 25 AUG. T.O. TIME 1004. DURATION 1:11. GROSS WT 119900, C.G. 19 1/2 PERCENT, T.O. DIST 7100 FT, TEMP 70 DEGREES F, WIND CALM, MAX MACH 3.23, MAX ALT 83000 FT. PURPOSE OF FLT WAS FLT CHECKOUT OF PRODUCTION ☐ GEAR. AFTER CLIMB AND ACCELERATION TWO HIGH FAST PASSES WERE MADE TOWARD HOME BASE DURING WHICH ALL ☐ GEAR WORKED SATISFACTORILY. (REPORT FOLLOWS). THESE BOXES WILL BE REMOVED AND INSTALLED IN NBR 126 OR 127 ASAP. ANOTHER COMPLETE SET WILL BE INSTALLED IMMEDIATELY FOR A FLIGHT 26 AUG. WE HOPE TO TEST THE THIRD SET BY 27 AUG AS THE AIRCRAFT MUST GO DOWN FOR A WING FUEL TANK REPAIR BY THE WEEKEND.

2. INsofar AS AIRCRAFT PERFORMANCE WAS CONCERNED THERE WAS SOME CIP WANDER, THE INS HAD A 6 TO EIGHT DEGREE RIGHT BIAS CAUSING A 45 DEGREE BANK AND WAS DISENGAGED, THE LEFT TACHOMETER FAILED, THERE WAS WINDMILL VALVE TYPE ROUGHNESS ON LEVEL, THE COCKPIT WAS TOO HOT, THE RIGHT OIL PRESSURE TRANSMITTER REQUIRES REPLACEMENT,

~~SECRET~~

~~SECRET~~



3769 (IN 55445)

PAGE TWO

THE CHUTE WAS SLOW TO OPEN AND JETTISON.

3. THERE WERE NO AD'S DURING THE FLIGHT.

4. AIRCRAFT IS SCHEDULED FOR 26 AUGUST.

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

FORM 100

2205Z 06 AUG 65

~~SECRET~~

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DIRECTOR

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PRIORITY

IN 51865

TOR: 2255Z 06 AUG 65

OSA 1-20

PRIORITY
OXCART

INFO
FLTEST OPS

ONE

3406

1. ARTICLE 122 MADE FLT 123 ON 6 AUG 65. PILOT TAKEOFF AT 1056 FOR 1 HOUR AND 11 MIN. GROSS WEIGHT 119,800 LBS, C.G. 19.7, TAKEOFF DISTANCE 7800 FEET, TAKEOFF SPEED 197 KNOTS, TEMPERATURE 87 DEGREES, WIND CALM. MAX SPEED 3.23 MACH, MAX ALT 79,500 FEET, TIME OVER 2.0 MACH THIS FLIGHT 42 MIN, 2.6 MACH 36 MIN, 2.8 MACH 32 MIN, 3.0 MACH 30 MIN, 50,000 FEET 42 MIN. PURPOSE OF FLIGHT: SYSTEMS TESTS.

2. LEFT ENGINE STARTER CUT OUT EARLY. INS OK ON RUNWAY. TAKEOFF AND CLIMB IN MIN AB TO 25,000 FEET. TURNED ON SYSTEMS A AND B. NOTED GREEN LIGHT FIVE MINUTES LATER. CLIMBED IN MIN AB TOWARD , WAS TO RIGHT OF COURSE, AT 2.35 MACH STARTED TURN AND ACCELERATED TO 2.9 MACH. STEERED AUTO NAV DIRECTLY OVER HOME PLATE AT 3.2 MACH AND 76,000 FEET. NOTED PSI VARIATION IN RIGHT CIP AND R HYDRO FLUCTUATION. THEN NOTED LEFT CIP VARIATIONS. MADE ANOTHER TURN TO NORTH NEAR AND MADE PASS 10 MILES NORTH OF BASE. AT 3.2 MACH AND 79,500 FEET ACTIVITY LIGHTS AND GEAR HORN WENT ON SYSTEM B. PILOT NOTED EGT VARIATION WITH

~~SECRET~~

~~SECRET~~

3406 (IN 51865)

PAGE TWO

PITCH TRIM. LEFT TACH WENT TO ZERO 45 MIN AFTER TAKE OFF.
DECELERATION PILOT NOTED ENGINES ROUGHNESS 3 CPS) BETWEEN 6800
AND 6900 RPM. OTHERWISE DECELERATION AND LANDING NORMAL.

3. CHUTE DID NOT JATTISON IN TAIL WIND. "Q" BAY WENT TO 90
DEGREES AT END OF CCUISE.

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

1710Z 06 AUG 65

~~SECRET~~

TO : DIRECTOR

FROM :

SUBJECT:

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5	"	13	DOST
6	OFA	14	"
7	CD	15	DEL
8	MO	16	"
PRIORITY		RB	
		D SA	
		IN-51746	

TOR: 1750Z 06 AUG 65

TO PRIORITY INFO ONE 3383

OXCART FLTEST OPS

1. ARTICLE 122 MADE FLIGHT 122, ON 5 AUG. PILOT TAKE OFF AT 1558 HOURS FOR 1 HOUR 09 MIN. GROSS WT 119,800 LBS, C.G. 20.2 PERCENT. TAKEOFF DISTANCE 8800 FT, TAKE OFF SPEED 205 KNOTS. MAX SPEED 3.22 MACH, MAX ALT 80,000 FT. TIME OVER 2.0 MACH THIS FLIGHT 43 MIN, 2.6 MACH 36 MIN, 2.8 MACH 30 MIN, 3.0 MACH 25 MIN, 3.2 MACH 17 MIN, 50,000 FT 45 MIN. PURPOSE: SYSTEMS TEST.

2. INS INOPERATIVE PRIOR TO TAKE OFF DUE TO LOSS OF POWER. LEFT BRAKE GRABBED DURING TAXI. LONG TAKE OFF ROLL NOTED BY PILOT DUE TO HIGH TEMP. CLIMB IN MIN BURNER TO 31,000 FT. LEFT OIL PRESSURE WAS DOWN TO 45 LBS, AT 1.7 MACH OPENED AFT BYPASS 50 PERCENT. AT 2.0 MACH WENT AUTO ON FORWARD DOORS. CIP'S WERE TOGETHER. WENT AROUND CORNER AT 2.3 MACH ACCELERATING. AT 2.82 MACH CLOSED AFT DOORS. GAVE A GOOD VECTOR OVER BASE AT 3.2 MACH AND 76,000 FT. NOTED MILD LEFT HYDRO FLUCTUATIONS AND INTERMITTENT DROP OF 1 1/2 PSI ON LEFT HYDRO. CONTINUED EAST OVER

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[] 3383 (IN51746)

~~SECRET~~

PAGE-2

[] AT 3.1 MACH AND 74,000 FT MADE 35 DEGREE TURN AND PASSED
10 MILES SOUTH OF BASE AT 3.22 MACH AND 78,000 FT. DURING DE-
CELERATION AT 1.9 MACH PILOT NOTED RIGHT ENGINE ROUGHNESS BETWEEN
6900 RPM AND 6800 RPM. ROUGHNESS CONTINUED DOWN TO 1.4 MACH..
ON LANDING THE LEFT TACH WENT TO ZERO.

[] COMMENTS:

1. ENGINE ROUGHNESS NOT DEFINED, STILL UNDER INVESTIGATION.
2. LEFT TACH FAILURE CAUSED BY HARNESS PROBLEM.

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

DATE

0054Z 05 AUG 65

~~SECRET~~

ROUTING

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TO : DIRECTOR

FROM :

ACTION:

INFO :

PRIORITY

TOR: 0211Z 5 AUG 65

9
10

0591-20

IN 51444

TO PRIORITY

INFO

CITE

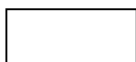
3357

OXCART OPS FLTEST

1. ARTICLE 122 MADE FLT 121 ON 4 AUG 65. PILOT [] TAKE OFF AT 1034 HOURS FOR 1 HOUR AND 9 MINUTES. GROSS WEIGHT 120,000 LBS, C. G. 19.9 PERCENT, TAKE OFF DISTANCE 8000 FT, TAKE OFF SPEED 210 KTS, PRESSURE ALTITUDE 4370 FT, TEMP 84 DEGREES, WIND 020/5, MAXIMUM SPEED 3.25 MACH, MAXIMUM ALTITUDE 78,000 FT, TIME OVER 2.0 MACH THIS FLT 40 MINUTES, TIME OVER 2.6 MACH THIS FLT 35 MINUTES, TIME OVER 2.8 MACH THIS FLT 32 MINUTES, TIME OVER 3.0 MACH THIS FLT 24 MINUTES, TIME OVER 3.2 MACH THIS FLT 16 MINUTES. TIME OVER 50,000 FT THIS FLT 45 MINUTES. PURPOSE: FLIGHT TEST OF [] AND []

2. TAKE OFF AND CLIMB ON 400 KEAS LINE WERE NORMAL. [] MADE ONE NORTH TO SOUTH PASS 10 MILES EAST OF THE [] AT 3.14 MACH AND 78,000 FT. [] WAS UNABLE TO MAKE RADIO CONTACT WITH [] OR [] GROUND CONTROL ON THIS RUN. [] MADE A SECOND PASS FROM SOUTHEAST TO NORTHWEST, COMING OVER THE [] AT 3.14 MACH AND 78,000 FT. RADIO CONTACT WITH [] AND [] GROUND CON-

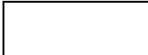
~~SECRET~~



3357 (IN 51444)

~~SECRET~~

PAGE TWO

TROL WAS SATISFACTORY ON THIS PASS. DESCENT, LANDING AND CHUTE
DEPLOYMENT WERE NORMAL. INFORMATION CONCERNING ELECTRONIC SYSTEMS
OPERATION WILL BE REPORTED BY  CABLE.

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

DATE 0056Z 03 AUG 65

~~SECRET~~

ROUTING

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PRIORITY

IN 50920

TOR: 0100Z 03 AUG 65

OSA 1-20

TO PRIORITY

INFO

CITE

3284

OXCART FLTEST

1. ARTICLE: 122. FLT: 120. 2 AUG.

2. PILOT:

3. T.O. TIME: 1100 HRS FOR 59 MIN.

4. GROSS WEIGHT: 119,100 LBS.

5. C.G.: 19.7 PERCENT.

6. TEMP: 80. WIND: CALM.

7. T.O. DISTANCE: 8000 FT.

8. T.O. SPEED: 210 KNOTS.

9. MAX MN: 2.7 MN.

10. MAX ALT: 69,000 FT.

11. TIME OVER 2.0 MN: 20.

TIME OVER 2.6 MN: 10.

TIME OVER 2.8 MN: NONE.

TIME OVER 3.0 MN: NONE.

TIME OVER 3.2 MN: NONE.

TIME OVER 50,000 FT: 20 MIN.

~~SECRET~~

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~~SECRET~~

[] 3284 (IN 50920)

PAGE TWO

12. PURPOSE:

AFTER TAKE OFF CLIMB MADE IN MAX AB. AT 1.0 MACH WENT TO 50 PERCENT AFT BYPASS. AT 2.1 THE INLET UNSTARTED ON THE LEFTSIDE. PILOT OPENED FWD DOORS, CLOSED THEN INLET UNSTARTED AGAIN. PILOT THEN TRIED SEVERAL OTHER DOOR SCHEDULES BUT COULD NOT KEEP INLET GOING ABOVE 2.7 MACH SO WENT AROUND COURSE AS BEST HE COULD WITH UNSTARTS OCCURING ON RIGHT SIDE DOWN TO AS LOW AS 1.75 MACH. SYSTEMS WERE EXERCISED INBOUND TO BASE. DURING DESCENT AT 6800 RPM THE LEFT ARTICLE CAME OUT OF BURNER FOR DESCENT. AN UNUSUAL PITCH OSCILLATION WAS NOTED BY PILOT WHICH PERSISTED FOR 20 SECOND, THEN DISAPPEARED. LANDING NORMAL, CHUTE NORMAL.

[] COMMENT: THE UNSTARTS OCCURED FOR REASONS NOT KNOWN AT THIS TIME. THE PILOT STATED THAT HE FELT THE SPIKE WENT FULL AFT FOLLOWING EACH RESTART.

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

DATE 0240Z 27 JUL 65

~~SECRET~~

ROUTING	
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TO : DIRECTOR

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PRIORITY

TOR: 0359Z 27 JUL 65

IN 99647

TO PRIORITY ☐ INFO ☐ CITE ☐ 3151
 OXCART ☐ FLTEST OPS

1. ARTICLE 122 MADE FLT 119 ON 26 JULY. PILOT ☐ TAKE OFF 1558 FOR :58 MIN. GROSS WEIGHT 120,200 LBS, C.G. 19.5 PERCENT, TAKE OFF DISTANCE 7000 FT, TAKE OFF SPEED 195 KTS, TEMP 88 DEGREES, WIND 190/06 KTS. MAX SPEED 3.1 MACH, MAX ALT 75,000 FT. PURPOSE: SYSTEMS A, B, C, D, TEST.

2. LEFT STARTER CUT OUT AT 2800 RPM, OTHERWISE START NORMAL. LEFT BRAKE WAS GRABBING DURING TAXI. C.G. APPRAISED TO BE FAR AFT DURING TAKE OFF. PILOT WAS REQUIRED TO MAKE IMMEDIATE PITCH TRIM CORRECTION AFTER LIFT OFF. LEVELED OFF AT 31,000 FT TO GO UNDER TUNNEL. CLIMBED IN MAX AB AT 400 KEAS. AT 1.2 MACH ENGAGED AUTO NAV WHICH CORRECTED HIM ONTO TRACK. PILOT FLEW ARTICLE MANUALLY IN PITCH. AT 1.7 MACH PILOT WENT 50 PERCENT OPEN ON AFT BYPASS. AT 2.0 MACH WENT AUTO ON FORWARD BYPASS. ACCELERATION WAS GOOD WITH MATCHED CIP'S AND SMOOTH ACCELERATION. ALTHOUGH LEFT CIP OCCASSIONALLY DROPPED. DISPARITY BECAME 1 1/2 LBS DURING LEFT TURN. AT 3.1 MACH 400 KEAS CIP'S WERE 16. ARTICLE RAN OUT OF THRUST DURING TURN AT 2.85.

~~SECRET~~

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ACCELERATING AGAIN WHEN LEVEL SOUTH BOUND OUT OF TURN. AT 3.14 MACH NOTED FIRE WARNING ON RIGHT SIDE. POWER WAS REDUCED. FIRE WARNING WENT THEN ON AGAIN. VERIFIED AS A FIRE. WENT OUT AS POWER WAS REDUCED TO IDLE. DURING TURN IN AUTO NAV ROLL IN WAS AT AN EXCESSIVE RATE SO PILOT TOOK OVER AND HELD TO 30 DEGREES BANK. PILOT HAD A TENDENCY TO OVER CORRECT ON NEEDLE DUE TO WIDE NEEDLE DEFLECTIONS FOR SMALL ANGLE DEVIATIONS. TURNED ON SYSTEMS A AND B AT [] GREEN LIGHT ON B 5 MINUTES AFTER SYSTEM WAS TURNED ON. PILOT NOTED MUCH NOISE IN HEADSET, ALSO NOTED THAT NOISES WERE REDUCED WHEN UHF WAS TURNED DOWN, ALSO WHEN VOR RESET. ON RIGHT SIDE DF SYSTEMS 7 AND 8 CAME ON INBOUND.

3. LANDING, CHUTE NORMAL.

END OF MESSAGE

CLASSIFIED MESSAGE

DATE 0229Z 23 JULY 65

~~SECRET~~

ROUTING

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TO DIRECTOR

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PRIORITY

TOR: 0401Z 23 JULY 65

OSA 1180

IN 99135

TO PRIORITY

INFO

CTL

3126

OXCART

1. ARTICLE 122, FLT 118, 22 JULY 1965.
2. PILOT:
3. T. O. TIME: 1331 HRS FOR 54 MIN.
4. GROSS WT: 120,100 LBS.
5. C. G.: 20.2 PERCENT.
6. TEMP: 87 DEGREES. WIND: CALM.
7. T. O. DISTANCE: 8800 FT.
8. T. O. SPEED: 210 KNOTS.
9. MAX MN: 3.23 MN.
10. MAX ALT: 84,000 FT.
11. TIME OVER 2.0MN: :45.
TIME OVER 2.6MN: :36.
TIME OVER 2.8MN: NA.
TIME OVER 3.0MN: :27.
TIME OVER 3.2MN: NA.
TIME OVER 50,000 FT: :49.

~~SECRET~~

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PAGE 2

[] 3106

~~SECRET~~

IN 99135

12. PURPOSE: SYTEMS TEST.

13. SUMMARY: TAKEOFF AND CLIMB MADE WITH NORMAL SCHEDULE. ACCEL TRANSONIC WAS MADE IN SLIGHT DIVE TO PICK UP 400 KEAS CLIMB. WENT AUTO NAV IN ROLL AND FLEW PITCH MANUALLY NORTH AND AROUND TURN. AT 1.7MN, WENT AFT BYPASS TO 50 PERCENT. AT 2.0MN, WENT FWD DOORS AUTO. CIP'S MATCHED DURING ACCEL, BUT A DISPARITY OCCURED IN CIP'S AT HIGHER MACH. ROUGHNESS NOTED DURING ACCEL AND CRUISE. L HYDRO FLUCTUATION (500PSI) WITH CIP DISPARITY, SO PILOT LEFT AFT BYPASS AT A POSITION FOR CRUISE. CONTACTED [] AT [] AUTO NAV HELD ARTICLE WELL. AT 84,000FT, NOTED SYSTEMS D AND F LIGHTS ON RIGHT SIDE. DID NOT SEE SYSTEM A LIGHTS ON. PASSED OVER HOME PLATE AND BANKED AROUND SOUTHEAST BY [] FOR ANOTHER PASS OVER BASE, BUT NOTED WX AND DECIDED TO LAND INSTEAD. RIGHT SIDE UNSTARTED DURING 2.9MN DESCENT. OPENED FWD BYPASS BUT NO CURE, SO MOVED SPIKE FWD WHICH CLEARED UP UNSTART. DESCENDED THROUGH WEATHER, TRANSFERRED FUEL FWD, LANDED, CHUTE NORMAL.

END OF MESSAGE

~~SECRET~~

DATE 0335Z 21 JUL 65

~~SECRET~~

ROUTING

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TO : DIRECTOR

FROM :

ACTION:

INFO :

TOR 0528Z 21 JUL 65

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PRIORITY

IN 98687

OSAT-20

TO PRIORITY INFO CITE 3037OXCART

1. ARTICLE 122, FLT 117, 20 JULY 1965. PILOT:
T.O. AT 1100HRS FOR 1HR AND 04MIN. GROSS WT: 114,500LBS, C.G.
21.3PERCENT, T.O. DISTANCE: 6900FT, T.O. SPEED: 190KNOTS, TEMP:
79DEG, MAX SPEED: 3.25, MAX ALT: 83,000FT. TIME OVER 2.0MN THIS
FLT - 35MIN, 2.6MN - 25MIN, 2.8MN - 20MIN, 3.0MN - 15 MIN, 3.2MN -
10MIN. TIME OVER 50,000FT - 35MIN. PURPOSE: TEST

2. TURNED OFF PRIOR TO TAKEOFF DUE SYSTEM SHORT CIRCUIT WHICH
WAS TAKING OUT THE A AND M SAS SYSTEMS. ENGINES TRIMMED TO
788(L) AND 798(R) BEFORE TAKEOFF. NO FURTHER TRIM REQUIRED DURING
THE FLT. TAKEOFF AND INITIAL CLIMB NORMAL. WENT TO 50PERCENT AFT
BYPASS AT 1.7MN, ATTEMPTED TO GO TO AUTO AT 2.0MN. AT 2.3MN. NOTED
THAT LEFT CIP LAGGING BY ABOUT 1.5PSI DUE TO LEFT FWD DOORS STUCK
OPEN. WENT TO AFT DOORS FULLY CLOSED ON LEFT, AUTO ON RIGHT FOR
REMAINDER OF CLIMB.

3. DURING CLIMBOUT, DRIVER ENGAGED AUTO NAV, CAUSING ARTICLE TO ROLL

~~SECRET~~

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3

3037

IN 98687

~~SECRET~~

PAGE TWO

45-50 DEGREES IMMEDIATELY. ROLL AND PITCH TRIM SEEMED TO BE INEFFECTIVE IN CORRECTING, DRIVER HAD TO RESORT TO MANUAL STICK CORRECTION. MACH HOLD WAS ENGAGED, ARTICLE STARTED DIVERGENT OSCILLATIONS, MACH HOLD DISENGAGED. ON SOUTHBOUND LEG, DRIVER NOTED INS NEEDLE SWINGING BACK AND FORTH 35-40 DEGREES WHILE ARTICLE FLYING STRAIGHT AND LEVEL. DTG ALSO READING INCORRECT AT THIS POINT, SO DRIVER FLEW BY EYE (WITH ASSIST FROM EG&G VECTORING) OVER SITE.

4. DRIVER NOTED SOME LATERAL OSCILLATION IN COCKPIT BETWEEN 2.8 AND 2.85MN. L HYDRO FLUCTUATED ABOUT 200-300 PSI. ON LANDING, L BRAKE LOCKED, CAUSING L CENTER TIRE TO BLOW. DRIVER CONTINUED DECELERATION WITH R BRAKE. CHUTE DEPLOYMENT NORMAL, JETTISON SLOW.

END OF MSG

CLASSIFIED MESSAGE

DATE

0324Z 16 JUL 65

~~SECRET~~

ROUTING

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TO : DIRECTOR

FROM :

ACTION:

INFO :

TCR: 0411Z 16 JUL 65

ROUTING INT

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PRIORITY

IN: 97909

OSA 1-20

TO

PRIORITY

INFO

CITE

2948

OXCART

1. ARTICLE 122, FLT 116, 15 JULY 1965. PILOT T.O. TIME: 1614, DURATION 1 HR AND 1 MIN. GROSS WEIGHT: 109,800 LBS, C.G. 20.5 PERCENT, T.O. DISTANCE: 6700 FT, T.O. SPEED: 195 KNOTS, TEMP: 85 DEG, WIND: 360 DEG/5. MAX MN: 3.24, MAX ALT: 78,000. TIME OVER 2.0 MN - 40 MIN; 2.6 MN - 36 MIN; 2.8 MN - 34 MIN; 3.0 MN - 30 MIN; 3.2 MN - 20 MIN. PURPOSE: INLET FCF AND ENGINE NO TRIM TEST.

2. ENGINES WERE TRIMMED TO 805 AND 800 DEG ON END OF RUNWAY. DURING CLIMB OUT OVER LEFT WENT TO 838 DEG AND RIGHT TO 780 DEG. DURING CLIMB IN AB, LEFT WENT TO 858 DEG AND THE AUTO DERICHER ACTIVATED AND LOWERED IT 100 DEG. PILOT RECYCLED AND TRIMMED TO 780 DEG. PILOT USED NORMAL DOOR SCHEDULE AND HAD MILD ROUGHNESS THROUGHOUT THE FLIGHT ABOVE 2.0 MN. ARTICLE REACHED 3.2 MN IN TURN AND CRUISED 15 TO 20 MIN. CIP'S WERE 3 1/2 PSI APART IN TURN WITH LEFT LAGGING BUT RECOVERED TO WITHIN 1 PSI

~~SECRET~~

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO.

2

~~SECRET~~

[] 2948 (IN: 97909)

PAGE --2--

STRAIGHT AND LEVEL. DECEL TO 2.5 MN WAS SATISFACTORY. LEFT ENGINE WAS THEN PUT IN IDLE WHERE AN AD OCCURRED WHICH RECYCLING THE SPIKE AND INCREASING THE POWER CLEARED. AT 2.0 MN ENGINE WAS AGAIN IDLED AND AD'S OCCURRED WHICH NO POSITION OF SPIKES OR DOORS WOULD CLEAR AND THIS LED TO FLAMEOUT. RESTART IN ROUGHNESS WAS UNSUCCESSFUL. RESTART AT 1.0 MN AND SMOOTH WAS UNSUCCESSFUL. RESTART ACCOMPLISHED FINALLY AT 85MN, 20,000 FT, CIP 10 PSI. LANDING AND CHUTE SATISFACTORY TO PROCEED WITH [] TESTING AND 122 IS TENTATIVELY SCHEDULED TO MAKE AN [] TEST FLIGHT ON TUESDAY, 20 JULY.

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

DATE 0238Z 15 JUL 65

~~SECRET~~

ROUTING

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TO DIRECTOR

FROM

ACTION:

INFO 8

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PRIORITY

IN 97713

TOR 0302Z 15 JUL 65

USA1-20

TO

PRIORITY

INFO

CITE

2923

OXCAR FLTEST OPS

1. ARTICLE 122 MADE FLT 115 ON 14 JULY 1965, PILOT TAKEOFF AT 16:21 FOR 1 HR 7 MIN. TAKE OFF SPEED 195 KTS, TAKE OFF DISTANCE 7400 FT, TEMPERATURE 90 DEGREES. GROSS WEIGHT 109,900 LBS, C.G. 20.4 PERCENT. MAX MACH 3.25, MAX ALT 83,000 FT. TIME OVER M2.0 :45 MIN, 2.6 :20 MIN, 2.8 :15 MIN, 3.0 :10 MIN, 3.2 :05 MIN. PURPOSE OF FLIGHT WAS INLET FCF AND NO TRIM ENGINE PERFORMANCE.

2. THE INS QUIT BEFORE ENGINE START DUE TO AN OVERTEMP. THIS IS BEING CHECKED OUT NOW.

3. THE UHF WAS GARBLED ON THE GROUND, IN THE AIR, AND ON INTER-COM.

4. THE ENGINES WERE NOT TRIMMED BEFORE TAKE OFF AND THE EGT'S WERE: RIGHT 805 DEGREES, LEFT 780 DEGREES.

5. AFTER TAKE OFF ACCELERATION WAS POOR TRANSONICALLY AND WHEN M2.48 WAS REACHED THE FIRST OF A SERIES OF 15 TO 20 AD'S OCCURRED. PILOT FINALLY RESORTED TO CLOSING FORWARD BYPASS DOORS AND OPENING AFT DOORS 50 PERCENT IN ORDER TO ACCELERATE ON OUT TO M3.2. ARTICLE

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3

IN 97713



2923

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PAGE 2

WAS ROUGH THROUGH M3.2 CRUISE. WHEN REDUCING TO MILITARY POWER A BRIEF OVERTEMP OCCURRED WHICH THE PILOT SAVED BY QUICK DOWNTRIM.

6. ENGINE SHUT DOWNS AND RESTARTS WERE MADE SATISFACTORILY AT M1.7 AND 1.4.

7. LANDING AND CHUTE WERE SATISFACTORY.

8. AUTOPILOT AND MACH HOLD WERE NOT USED.

END OF MESSAGE

~~SECRET~~

EDWARDS

CLASSIFIED MESSAGE

DATE 2000Z 02 JUL 65

~~SECRET~~

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PRIORITY

TOR: 2017Z 02 JUL 65

IN 95896

05A1-20

TO

PRIORITY

INFO

CITE

2736

OX CART

FLTEST OPS

1. ARTICLE 122 MADE FLT 114 2 JULY, PILOT TAKE OFF AT 0919 FOR 55 MINUTES. GROSS WT 109,900 LBS, C.G. 19.8 PERCENT, TAKE OFF DISTANCE 6,900 FEET, TAKE OFF SPEED 190 KNOTS, PRESSURE ALT UNKNOWN, TEMP 66 DEGREES, WIND 330 DEGREES 4 KNOTS, MAX SPEED 2.67, MAX ALT 67,000 FT, TIME OVER 2.0 MACH THIS FLT 30 MIN, TIME OVER 2.6 MACH 2 MINUTES. PURPOSE: MFC AND AIR INLET CONTROL TEST.

2. SUMMARY: TAKE OFF NORMAL, CLIMB NORMAL TO 37,000 FEET WHERE CABIN AND Q BAY PRESSURIZATION WAS LOST, THEN CAME BACK TO 30,000 FEET FOR REMAINDER OF FLIGHT. ACCELERATED TO 2.5 MACH AT COULD NOT ACCELERATE TO MORE THAN 2.67 MACH. TRIED ALTERNATE SCHEDULE WITH NO MORE ACCELERATION NOTED. POPPED SHOCK SEVERAL TIMES DECELERATED DOWN TO 2.2 MACH, THEN COULD NOT ACCELERATE ABOVE 2.2 MACH. DESCENT NORMAL, LANDING NORMAL, CHUTE NORMAL.

END OF MESSAGE

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REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO.

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2206Z 1 JULY 65

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TOR 2230Z 1 JULY 65

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PRIORITY

IN 95677

TO PRIORITY

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OFF

2793

OXCART FLTEST OPS

1. ARTICLE 122 MADE FLT 113 1 JULY 65, PILOT
TAKE OFF AT 0801 FOR 1 HOUR AND 1 MIN. GROSS WT 110,300 LBS,
C. G. 19.4 PERCENT, TAKE OFF DISTANCE 72,000 FEET, TAKE OFF SPEED
215 KNOTS, TEMP 60 DEGREES, WIND CALM, MAX SPEED 3.21 MACH, MAX
ALT 81,000 FT, TIME OVER 2.0 MACH THIS FLT 35 MIN, TIME OVER
2.6 MACH 22 MIN, TIME OVER 3.0 MACH 15 MIN, TIME OVER 50,000 FT
35 MIN. PURPOSE: DERICHMENT ON ENGINE.

2. TAKE OFF AND CLIMB ACCORDING TO SCHEDULE TO 2.7 MACH WHERE
LEFT SIDE UNSTARTED. OPENED FORWARD DOORS WHICH DID NOT RECOVER,
THEN BOTH SPIKES WERE MOVED FORWARD WHICH CLEARED UP THE INLET
ROUGHNESS. THERE WAS NO ACCELERATION NOTED WITH THIS CONFIGURATION,
SO THEN WENT SPIKES AND DOORS ON AUTO. RIGHT CIP WAS 1 1/2 PSI
LOWER THAN LEFT. CLOSED FORWARD RIGHT DOOR AND OPENED AFT, WHICH
BALANCED CIP'S. AT 3.05 MACH THE LEFT TACH WENT TO ZERO. CRUISED
AT 3.2 MACH, NOTED EGT GAGES JIGGLING AND SAME FREQUENCY IN HEADSET
AT 3.2 MACH, ENGAGED MACH HOLD WHICH WORKED GOOD WITH POWER

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[] 2703 (IN 95677)

PAGE -2-

CHANGES. DECELERATION, OPENED FORWARD CLOSED AFT BYPASS. LEFT SIDE UNSTARTED. MOVED SPIKES FORWARD. LEFT ENGINE STARTED TO OVER TEMP. HIT DERICHMENT WHICH BROUGHT EGT DOWN. INLET RECOVERED. WOULD RUN ONLY WITH LEFT SPIKE FULL FORWARD. DISENGAGED DERICHMENT. AT 2.5 MACH WENT TO SPIKES AUTO. RIGHT SIDE UNSTARTED DOWN TO 1.6 MACH. DESCENT TO 31,000 FEET FOR ACCELERATION OUT TO SIMULATE REFUELING. ACCELERATION DID NOT OVERTEMP ENGINE, BUT [] COMPLAINED THAT SCHEDULE WAS NOT REALISTIC SINCE ACCELERATION WAS TO BE TERMINATED BEFORE CIT REACHED 40 DEGREES. LANDING NORMAL, CHUTE SLOW TO JETTISON.

3. PILOT COMMENTS:

A. FUEL QIANTITY READ 35,000 LBS ON GROUND. AFTER CIRCUIT CHECKING WENT TO 55,000 LBS.

B. RADIO WEAK, GARBLED AND SCRATCHY.

END OF MSG

~~SECRET~~

CLASSIFIED MESSAGE

DATE 2201Z 22 OCT 65

~~SECRET~~

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PRIORITY

TOR 2309Z 22 OCT 65

0-1-20

IN 66971

TO PRIORITY

INFO

CITE

4939

OXCAR FLTEST

1. ARTICLE 122, FLT 138, DATE 22 OCT 1965
 2. PILOT:
 3. T.O. TIME: 1016 HOURS FOR 1 HOUR AND 13 MIN.
 4. GROSS WEIGHT: 114,000 LBS.
 5. TEMP: 49 DEGREES WIND: CALM
 6. C.G.: 22.5 PERCENT.
 7. T.O. DISTANCE: 5900 FEET
 8. T.O. SPEED: 195 KNOTS.
 9. MAX MN: 3.07 MN.
 10. MAX ALT: 76,000 FEET
 11. TIME OVER 2.0 MN: 40 MIN
- TIME OVER 2.6 MN: 20 MIN
- TIME OVER 2.8 MN: 15 MIN
- TIME OVER 3.0 MN: 5 MIN
- TIME OVER 3.2 MN: N/A MIN
- TIME OVER 50,000 FEET: 40 MIN

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4939

IN 66971

PAGE TWO

12. PURPOSE: SINGLE ENGINE PERFORMANCE.

13. SUMMARY: BEFORE TAKEOFF, REQUIRED TO TRIM BOTH ENGINES DOWN RADICALLY. FELT THEY WOULD HAVE REACHED 900 DEGREES. AFTER REACHING 3.25MN, STABILIZED FLT, RIGHT ENGINE WAS SHUT DOWN WITH SPIKE AUTO FWD AND AFT DOORS OPEN. HOLDING 400 KEAS, HE STARTED DESCENDING AT MAX AB ON THE LEFT ENGINE. DUE TO UNSTARTS ON THE RIGHT SIDE WITH ENGINE OFF HE WAS GETTING LARGE YAW OSCILLATIONS. IN ORDER TO STOP THIS HE PUT AFT DOORS TO POSITION B. ACFT CONTINUED DOWN FINALLY STABILIZING AT 22,000 FEET, 400 KEAS, .91MN, MAX AB. ACFT THEN WAS ALLOWED TO CLIMB AT REDUCING MACH AND KEAS AND REACHED 32,000 FEET, 300 KEAS AND APPROX .85MN. HE THEN HELD ACFT AT 30,000 FEET, .8 MN AND .85MN FOR CRUISE DATA. ACFT HAD UHF FAILURE. MADE NORMAL LANDING.

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

DATE 1725Z 21 OCT 65

~~SECRET~~

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PRIORITY

IN 66603

TOR 1758Z 21 OCT 65

1-20

TO

PRIORITY

INFO

CITE

4886

OXCAR FLTEST

1. ARTICLE 122, FLT 137, DATE 20 OCT 1965.
2. PILOT:
3. T.O. TIME: 1525 HRS FOR 1 HRS AND 21 MIN.
4. GROSS WEIGHT: 113,700 LBS.
5. TEMP: 70 DEGREES WIND: 050/14
6. C.G.: 22.4 PERCENT.
7. T.O. DISTANCE: 7000 FEET.
8. T.O. SPEED: 210 KNOTS.
9. MAX MN: 3.08 MN.
10. MAX ALT: 77,000 FEET.
11. TIME OVER 2.0MN: 23 MIN.
TIME OVER 2.6MN: 16 MIN.
TIME OVER 2.8MN: 10 MIN.
TIME OVER 3.0MN: 5 MIN.
TIME OVER 3.2MN: N/A MIN.

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2

TIME OVER 50,000FT: 23 MIN.

12. PURPOSE: SINGLE ENGINE PERFORMANCE, AIR STARTS.

13. SUMMARY: ENGINE TRIM NORMAL. TAKEOFF NORMAL, 400 KEAS CLIMB SCHEDULE USED. ONE DEGREE RIGHT ROLLTRIM USED. BREAKOUT FORCE HIGHER RIGHT LATERAL THAN LEFT. AT 2.0MN, WENT TO AUTO ON FWD DOORS AND NOTICED A ONE HALF TO THREE FOURTHS POUND DISPARITY IN CIP. TRIMMED BOTH ENGINES FREQUENTLY. AT 2.99MN, NOTED THAT AFT BYPASS WAS STILL AT B POSITION, SO CLOSED AFT. STABILIZED AT 375 KEAS, 3.05MN FOR SPEED POWER POINT. CLIMBED TO 350 KEAS, 3.05MN. TRIMMED FIVE DEGREES RIGHT AND CUT OFF RIGHT ENGINE. RODE 350 KEAS ON WAY DOWN. READ OUT RPMS. AT 2.63MN, UNSTARTED AND HIT RE-START SWITCHES. ROUGH RIDE DOWN TO 1.5MN. AT 1.4MN, OPENED DOORS, SMOOTH AT 38,000 FEET. WITH 13,000 POUNDS FUEL AND 300 MILES OUT OBTAINED SINGLE ENGINE DATA. FLEW 300 KEAS, 32,000 FEET, SLOWED DOWN TO 260 KEAS, MADE AN AIRSTART, THROTTLE WAS TWO THIRDS OF WAY BETWEEN IDLE AND MIL. EGT CAME UP SLOWLY, SO NURSED UP TO SPEED WITH NO PROBLEM. BROUGHT BOTH ENGINES TO MILITARY. TRANSFERRED FUEL FWD FOR LANDING. LANDING AND CHUTE NORMAL.

END OF MESSAGE

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CLASSIFIED MESSAGE

DATE 1824Z 20 OCT 65

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PRIORITY

DSA

IN 66365

TOR: 1848Z 20 OCT 65

OXA 1-70

TO PRIORITY

INFO

CITE

4855

OXCART FLTEST

1. ARTICLE 122, FLT 136, DATE 19 OCT 1965.
2. PILOT:
3. T.O. TIME: 1516 FOR 1 HR AND 02 MIN.
4. GROSS WEIGHT: 114,000 LBS.
5. TEMP: 71 DEGREES WIND: CALM.
6. C.G.: 22.7 PERCENT.
7. T.O. DISTANCE: 6100 FT.
8. T.O. SPEED: 195 KNOTS.
9. MAX MN: 3.23 MN.
10. MAX ALT: 82,000 FT.
11. TIME OVER 2.0 MN: 40 MIN.
TIME OVER 2.6 MN: 30 MIN.
TIME OVER 2.8 MN: 20 MIN.
TIME OVER 3.0 MN: 10 MIN.
TIME OVER 3.2 MN: 3 MIN.
TIME OVER 50,000 FT: 40 MIN.

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4855 (IN 66365)

PAGE 2

12. PURPOSE: MAIN FUEL CONTROL PERFORMANCE.

13. SUMMARY: AFTER NORMAL TAKEOFF, AT 2.0MN, WENT TO AUTO DOORS. ARTICLE STARTED TO YAW LEFT AND REQUIRED THREE DEGREE RIGHT RUDDER TO TRIM. LEFT CIP LOWER THAN RIGHT. DURING ACCEL FROM 2.2 MN TO 3.2 MN AT 350 KEAS, BOTH EGT'S WENT TO 845 DEGREES AND REQUIRED DOWN TRIM. THEN AT 400 KEAS BOTH WENT DOWN TO 745 DEGREES REQUIRING UP TRIM. DURING SECOND ACCEL WITH AFT DOORS IN B POSITION AND FWD MANUALLY CLOSED, THE CIP'S WERE MATCHED. MACH HOLD WAS JERKY, BRAKES GRABBY, INS WAS GOOD, Q BAY WAS 80 DEGREES F. PERFORMANCE SEEMED VERY GOOD AT MIN AB, 3.2 MN, 82,000 FEET, 318 KEAS. LANDING AND CHUTE NORMAL.

END OF MSG

~~SECRET~~

CLASSIFIED MESSAGE

DATE 1647Z 19 OCT 65

~~SECRET~~

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PRIORITY

TOR: 1832Z 19 OCT 65

IN 66088

A 1-20

TO PRIORITY

INFO

ONE

4831

OXCAR FLTEST

1. ARTICLE 122, FLT 135, DATE 18 OCT 1965.
2. PILOT:
3. T.O. TIME: 1445 HRS FOR 1 HR AND 45 MIN.
4. GROSS WEIGHT: 94,600 LBS.
5. TEMP: 67 DEGREES WIND CALM.
6. C.G.: 23 PERCENT.
7. T.O. DISTANCE: 6500 FT.
8. T.O. SPEED: 190 KNOTS.
9. MAX MN: 0.95 MN.
10. MAX ALT: 32,000 FT.
11. TIME OVER 2.0MN: NA
TIME OVER 2.6MN: NA
TIME OVER 2.8MN: NA
TIME OVER 3.0MN: NA
TIME OVER 3.2MN: NA
TIME OVER 50,000FT: NA

~~SECRET~~

12. PURPOSE: SINGLE ENGINE REFUELING.

13. SUMMARY: TAKEOFF AND CLIMB TO 30,000 FEET NORMAL. SHUT RIGHT ENGINE DOWN, HAD TO OPEN RIGHT FWD DOORS DUE TO ROUGHNESS, DESCENDED TO 20,000FT SINGLE ENGINE. CLIMBED BACK TO 30,000FT. PICKED UP 26,000 POUNDS OF FUEL FROM TANKER. POWER LEVER WAS MIN AB AT START OF REFUELING. FULL AB AT END AR. HAD TO TOBAGGON DURING THIS REFUELING. DESCENDED TO 15,000 FT AND 27,000 POUNDS OF FUEL. HOOKED UP WITH TANKER IN MIL POWER AND PICKED UP 2,000 POUNDS OF FUEL. ATTEMPTED A RELITE AT 16,000 FEET, 360 KEAS, 1,700 RPM. AFTER ONE MINUTE OBTAINED AN EXPLOSIVE RELITE. OIL PRESSURE WENT TO 50 POUNDS IMMEDIATELY. LEFT ENGINE WAS TRIMMED TO 805 DEGREES PRIOR TO REFUELING. DESCENT AND LANDING NORMAL, CHUTE NORMAL.

14. PILOT COMMENTS: NO PROBLEM WITH SINGLE ENGINE REFUELING. SLIGHTLY MORE ROCKING WITH POWER CHANGES DURING REFUELING. YAW MONITOR LIGHT CAME ON ONCE DURING SINGLE ENGINE OPERATION BUT WENT OUT OK.

END OF MSG

~~SECRET~~

CLASSIFIED MESSAGE

DATE 1944Z 14 OCT 65

~~SECRET~~

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TO DIRECTOR

FROM

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INFO

PRIORITY

TOR: 2012Z 14 OCT 65

OSA 1-20

IN 65128

TO

PRIORITY

INFO

CITE

4739

OX CART FLTEST

1. ARTICLE 122, FLT 134, 13 OCT 1965.
2. PILOT:
3. T.O. TIME 1654 HOURS FOR 55 MINUTES.
4. GROSS WEIGHT: 113,000 POUNDS.
5. C.G: 22.3 PERCENT.
6. TEMP: 79 DEGREES WIND: 180/10
7. T.O. DISTANCE: 6300 FEET.
8. T.O. SPEED: 190 KNOTS.
9. MAX MN: 3.2NM.
10. MAX ALT: 81,000 FEET
11. TIME OVER 2.0MN: 14 MIN
TIME OVER 2.6MN: 09 MIN
TIME OVER 2.8MN: 07 MIN
TIME OVER 3.0MN: 05 MIN
TIME OVER 3.2MN: 02 MIN
TIME OVER 50,000 FET: 16 MIN

~~SECRET~~

2

12. PURPOSE: EXPAND AIRSTART ENVELOPE.

13. SUMMARY: TAKE OFF NORMAL. 400 KEAS CLIMB SCHEDULE TO 3.2MN USING STANDARD DOOR AND SPIKE SCHEDULE. SHUT DOWN RIGHT ENGINE AT 3.2MN. CONFIGURATION SPIKES AUTO, FWD DOORS OPEN, AFT DOORS CLOSED. SUCCESSFUL AIRSTARTS AT 350 KEAS, AT 80,000 FEET, 70,000 FEET, 60,000 FEET, 50,000 FEET, 40,000 FEET. ARTICLE THEN SLOWED TO 2.8MN, 35,000 FEET, 360 KEAS, MADE A SUCCESSFUL AIRSTART. UNSUCCESSFUL ATTEMPTS MADE AT 2.8MN AND 35,000 FEET, 30,000 FEET, 25,000 FEET. MADE THREE MORE UNSUCCESSFUL ATTEMPTS DOWN TO 10,000 FEET. ONE FINAL ATTEMPT AT 10,000 FEET, 400 KEAS WAS SUCCESSFUL. PILOT LEFT THROTTLE OPEN FOR APPROX ONE MINUTE BEFORE LIGHTING ENGINE. LANDING AND CHUTE NORMAL.

14. COMMENTS: PILOT NOTED ROUGHNESS DURING WINDMILL OPERATION.

END OF MESSAGE

CLASSIFIED MESSAGE

DATE 1836Z 13 OCT 65

~~SECRET~~

TO : DIRECTOR

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PRIORITY

IN 64893

TOR 1834Z 13 OCT 65

05A1-20

TO

PRIORITY

INFO

CITE

4709

OXCAR FLTEST OPS

1. ARTICLE 122 MADE FLIGHT 133, 12 OCT 65, PILOT TAKE OFF AT 1601 FOR 1 HOUR AND 03 MINUTES. GROSS WT 109,200 LBS, C. G. 22.9 PERCENT, TAKE OFF DISTANCE 5700 FEET, TAKE OFF SPEED 188 KNOTS, TEMP 88 DEGREES, WIND CALM, MAX SPEED 3.2 MACH, MAX ALT 81,000 FEET, TIME OVER 2.0M 17 MIN, TIME OVER 2.6M 12 MIN, TIME OVER 2.8M 10 MIN, TIME OVER 3.0M 8 MIN, TIME OVER 3.2M 5 MIN, TIME OVER 50,000 FEET 17 MINUTES. PURPOSE MAIN FUEL CONTROL TEST.

2. TAKE OFF AND CLIMB NORMAL TO 3.0 MACH. DECEL TO 2.2 MACH. REACCELERATED TO 3.2 MACH AND CRUISED FOR 4 MINUTES. DURING SECOND ACCELERATION NOTED A SLIGHT YAWING WHICH HE FELT WAS LEFT FWD DOOR OSCILLATING. DESCENT NORMAL, LANDING AND CHUTE NORMAL.

OSCILLOGRAPH RECORD INDICATED LEFT SPIKE WAS OSCILLATING DURING ACCELERATION.

END OF MESSAGE

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CLASSIFIED MESSAGE

DATE 0023Z 12 OCT 65

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TOR 0108Z 12 OCT 65

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PRIORITY

IN 64513

TO PRIORITY

INFO

CITE

4669

OX CART FL TEST

- ARTICLE 122, FLT 132, 11 OCT 1965.
- PILOT:
- T.O. TIME: 1252 HOURS FOR 56 MINUTES.
- GROSS WEIGHT: 109,000 POUNDS.
- C.G.: 23 PERCENT.
- T.O. DISTANCE: 6200 FEET.
- T.O. SPEED: 195 KNOTS.
- MAX MN: 3.04MN.
- MAX ALT: 78,000 FEET.
- TEMP: 80 DEGREES WIND: CALM
- TIME OVER 2.0MN: 40 MIN.
TIME OVER 2.6MN: 30 MIN.
TIME OVER 2.8MN: 25 MIN.
TIME OVER 3.0MN: 20 MIN.
TIME OVER 50,000 FT: 40 MIN.
- PURPOSE: FCF, FUEL CONTROL TEST

~~SECRET~~

VIBRATION, WINDMILLING ENGINE.

13. SUMMARY: TAKEOFF AND CLIMB USING STANDARD ACCEL SCHEDULE. DURING CLIMB L. EGT WOULD NOT TRIM UP ABOVE 76% DEGREES. CRUISED AT 3.2MN FOR 15 MINUTES. OPENED FWD BYPASS DOORS, RIGHT AFT BYPASS DOORS AND SHUT DOWN RIGHT ENGINE AT 3.80MN, 37% KEAS, RIGHT INLET UNSTARTED IN DESCENT AND RESTARTED AT 1.4MN. ROLL SAS KICKED OFF DURING DESCENT. LANDING AND CHUTE NORMAL.

14. PILOT COMMENTS: COMPASS STEERING NEEDLE READ 270 DEGREES DURING TURN WHEN ARTICLE WAS FLYING APPROX 90 DEGREES. CIP'S WERE 17 1/2 AT 3.2MN, 390 KEAS.

END OF MESSAGE

LINE

2204Z 01 OCT 65

~~SECRET~~

TO : DIRECTOR

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PRIORITY

IN-62647

TOR: 2237Z 01 OCT 65

10 PRIORITY

INFO

QTS

4502

OXCARF FLTEST

1. ARTICLE 128 FLT 130, 1 OCT 1965.
2. PILOT
3. T. O. TIME: 1215 HRS FOR 0 HRS AND 56 MIN.
4. GROSS WEIGHT: 109,000 LBS
5. C.G.: 22.6 PERCENT.
6. T.O. DISTANCE: 5800 FT.
7. T.O. SPEED: 190 KNOTS.
8. TEMP: 72 DEGREES WIND: CALM
9. MAX MN: 3.02 MN.
10. MAX ALT: 78,000 FT. EGT TRIM: 808 DEG LEFT - 806 DEG RIGHT
11. TIME OVER 2.0 MN: 30 MIN.
- TIME OVER 2.6 MN: 25 MIN.
- TIME OVER 2.8 MN: 15 MIN.
- TIME OVER 3.0 MN: 7 MIN.
- TIME OVER 3.2 MN: N/A MIN.
- TIME OVER 50,000 FT: 30 MIN.

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4532 (IN-62647)

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PAGE-2

12. PURPOSE: FCF FOLLOWING LEFT ENGINE CHANGE.

13. SUMMARY: AFTER THROTTLE CHOPS AND BURSTS, A NORMAL AB TAKEOFF AND CLIMB WAS MADE. SLIGHT ROUGHNESS NOTED AT 2.8 MN TO 2.9 MN. HELD 400 KEAS TO 70,000 FEET. ALL ENGINES INSTRUMENTS MATCHED WELL. ON DECEL AT 370 KEAS 1.8MN, THE RIGHT ENGINE (INSTRUMENTED TEST ENGINE) WENT INTO A STALL AND WOULD NOT CLEAR. INLET AND ENGINE WERE IN DEEP STALL AND WERE SHUT DOWN. AT 1.4 MN A RESTART WAS ATTEMPTED, BUT FAILED. EARTH ELECTED THAT HE RETURN TO BASE ON ONE ENGINE. LANDING AND CHUTE SATISFACTORY.

14. COMMENTS: P&W PERSONNEL WILL RUN AND CHECKOUT ENGINE TO DETERMINE CAUSE.

END OF MESSAGE

~~SECRET~~

CLASSIFIED MESSAGE

REF. 145

DATE 2236Z 29 SEP 65

~~SECRET~~

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PRIORITY

TOR: 2320Z 29 SEP 65

OSA1-20

IN-62121

TO

PRIORITY

INFO

CITE

4424

OXCARF FLTEST

1. ARTICLE 122, FLT 129, 29 SEPT 1965.
2. PILOT:
3. T.O. TIME 0825 HRS FOR 1 HR AND 04 MIN.
4. C.G.: 19.5 PERCENT.
5. WIND: 300 DEGREES/200 KNOTS TEMP: 45 DEGREES.
6. T.O. DISTANCE: 5800 FT.
7. T.O. SPEED: 200 KNOTS.
8. MAX MN: 3.02 MN.
9. MAX ALT: 80,000 FT.
10. GROSS WEIGHT: 119,700 LBS.
11. TIME OVER 2.0MN: 30 MIN
TIME OVER 2.6MN: 23 MIN
TIME OVER 2.8MN: 20 MIN
TIME OVER 3.0MN: 15 MIN
TIME OVER 50,000 FT: 30 MIN
12. PURPOSE: ENGINE WINDMILL BREATHER PRESSURES.

~~SECRET~~

13. SUMMARY: AFTER TAKEOFF, L ENGINE WAS DOWN TRIMMED FROM 845 DEG AND TWICE MORE BEFORE REACHING 40 DEG CIT, THEN WAS TRIMMED UP. R ENGINE DOWN TRIMMED AT 3.0MN. AT 1.88 MN, 1/2 CPS PITCH OSCILLATIONS NOTED. DISENGAGED AUTO PILOT. AT 3.0MN, ENGAGED MACH HOLD WHICH HELD 2.99 TO 3.01MN. AT 2.0MN, LEFT DOOR WENT WIDE OPEN WHEN PILOT SELECTED AUTO. ARTICLE YAWED LEFT. AT 2.2 MN, CIP'S CAME BACK TOGETHER. AT 2.7MN, RIGHT INLET UNSTARTED, WAS RESTARTED OK. MAX CIP WAS 16 ON BOTH L&R. AT 3.0MN, DURING TURN AT NORTH, L CIP WAS 1/2 POUND LOWER. AT 3.0MN, 80,000 FT, 330-340 KEAS STILL IN MACH HOLD, MACH STARTED BLEEDING OFF WITH KEAS SO PILOT DIVED TO MAINTAIN MACH, WHICH BY THEN WAS DOWN TO 2.95. MACH HOLD DID NOT MAINTAIN MACH DESCENT IN DIVE, WAS BELOW 75,000 FT. PILOT CROSS CHECKED MACH TD1. THEN CLIMBED BACK UP TO 80,000 FT. OPENED RIGHT BYPASS AND SHUT DOWN RIGHT ENGINE. PICKED UP POINTS BETWEEN 310 AND 400 KEAS DOWN TO 30,000 FT. L ENGINE WAS MAX AB WITH FWD BYPASS OPEN, AFT CLOSED. AT 310 KEAS, EGT DROPPED TO 750 DEG, 6800 RPM, ACCELERATED TO 400 KEAS, AT 30,000 FT, EGT WENT TO 860 DEG AND DERICHED. LANDING NORMAL, CHUTE SLOW TO JETTISON.

14. COMMENTS: PITCH ROLL COUPLING NOTED IN MACH HOLD.

RIGHT AB LOOKED DRY AFTER ENGINE SHUT DOWN.

LEFT ENGINE EGT TOO LOW AT 30,000 FT, 310 KEAS.

END OF MESSAGE

FORM 100 USE PREVIOUS EDITIONS

AFM 1-65

DATE 2219Z 28 SEP 65

CLASSIFIED MESSAGE

~~SECRET~~

TO DIRECTOR

FROM

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TO PRIORITY

INFO

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OXCARTELTEST

1. ARTICLE 122, FLT 128, 28 SEPT 1965.
2. PILOT:
3. T.O. TIME 1106HRS FOR 1HR AND 05MIN.
4. GROSS WEIGHT: 109,000LBS.
5. C.G.: 23.1 PERCENT.
6. T.O. DISTANCE: 5100FT.
7. T.O. SPEED: 190KNOTS.
8. MAX MN: 3.04MN.
9. MAX ALT: 80,000FT.
10. TEMP: 58 DEGREES WIND: 270DEGREES/20.
11. TIME OVER 2.0MN: 30MIN.
TIME OVER 2.6MN: 25 MIN.
TIME OVER 2.8MN: 20MIN.
TIME OVER 3.0MN: 15MIN.
TIME OVER 50,000FT: 30MIN.
12. PURPOSE: OIL BREATHER PRESSURES, ENGINE BEARING PRESSURES.

~~SECRET~~

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO.

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13. SUMMARY: TAKEOFF AND CLIMB WITH NORMAL SCHEDULE. REACHED 3.0MN AT TURN AROUND POINT. L. EGT REQUIRED TRIMMING. TURNING ON MACH HOLD AT 3.0MN, PILOT FELT THREE BUMPS IN PITCH. ACFT CLIMBED AND ROLLED RIGHT, DIVED AND ROLLED LEFT IN MACH HOLD. AFTER 15 MINUTES AT 3.0MN, CAME OUT OF BURNER, DESCENDED. AT 1.7MN, LEFT RPM REDUCED TO 6800, RIGHT TO 5400. LANDING AND CHUTE NORMAL.

14. COMMENTS: AT 3.0MN, 400KEAS, L.CIP WAS 16, R.CIP WAS 15 1/2. Q BAY 65DEGREES.

END OF MESSAGE

750 751

REFERENCES

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OXCART ELTEST

1. ARTICLE 122, FLT 127, 22 SEPT 1965.
2. PILOT:
3. T.O. TIME: 1050 HRS FOR 0 HRS AND 57 MIN.
4. GROSS WEIGHT: 108,700 LBS.
5. C.G.: 22.5 PERCENT.
6. TEMP: 63 DEGREES WIND: CALM.
7. T.O. DISTANCE: 5600 FT.
8. T.O. SPEED: 190 KNOTS.
9. MAX MN: 3.0 MN.
10. MAX ALT: 74,000 FT.
11. TIME OVER 2.0MN: 35 MIN.
TIME OVER 2.6MN: 20 MIN.
TIME OVER 2.8MN: 10 MIN.
TIME OVER 3.0MN: 5 MIN.
TIME OVER 3.2MN: N/A MIN.
TIME OVER 50,000FT 35 MIN.

~~SECRET~~

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO.

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12. PURPOSE: FCF, LEFT ENGINE OIL CONSUMPTION.
13. SUMMARY: LEFT ENGINE REQUIRED DOWN TRIM DURING CLIMB. CLIMB MADE NORMAL SCHEDULE. AT 2.57MN, MADE TURN EARLY DUE TO LOW FUEL. POOR ACCEL WAS NOTICEABLE IN THIS ARTICLE. CRUISED AT 3.0MN FOR 5 MINUTES, DECELERATED BY OPENING FWD DOORS, CLOSING AFT DOORS. CRUISED AT 0.86MN, 30,000FT FOR 5 MINUTES, Q BAY 65 DEGREES DESCENT AND LANDING NORMAL, CHUTE NORMAL.

END OF MESSAGE

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TO DIRECTOR

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OXCAR FLTEST

1. ARTICLE 122, FLT 126, 16 SEPT 1965.
2. PILOT: [REDACTED]
3. T.O. TIME: 1344 HRS FOR 1 HRS AND 08 MIN.
4. GROSS WEIGHT: 111,300 LBS.
5. C.G.: 22 PERCENT.
6. TEMP: 72 DEGREES WIND: 350DEG, 20 KNOTS.
7. T.O. DISTANCE: 6500 FT.
8. T.O. SPEED: 210 KNOTS.
9. MAX MW: 3.03 MW.
10. MAX ALT: 79,000 FT.
11. TIME OVER 2.0MN: 35 MIN.
TIME OVER 2.6MN: 30 MIN.
TIME OVER 2.8MN: 20 MIN.
TIME OVER 3.0MN: 15 MIN.
TIME OVER 3.2MN: N/A MIN.

~~SECRET~~

SECRET

PAGE 7

STARTED LEFT TURN IN BENT FIELD WHICH WELD GOOD. CIP'S MATCHED W/ 10.5
40 HOBBIAS AND 5.0MM. WITH "API BYPASS LIGHT" FLICKED AT CRUISE.
DURING CRUISE AT 10,000 FEET ARTICLE PITCH DOWN RATHER ABRUPTLY TO
MAINTAIN MACH. WASH DROPPED TO 2.800 F, THEN RECOVERED TO 3.0000
PILOT SUSPECTED CHANGING AIR MASS CONDITIONS. Q BAY WENT TO 85
DEGREES WITH FULL COLL. DESCEND TO 13,000 FEET FOR BREATHER DATA.
DESCENT TO PATTERN NORMAL. CHUTE SLOW TO JETTISON.

END OF MESSAGE

SECRET